

Safe Routes to Schools Travel Plan

Moultonborough Central School
and
Moultonborough Academy



March 2010

This plan was developed by the Lakes Region Planning Commission and the Moultonborough Safe Routes to Schools Advisory Group. Funding for the development of this plan was provided by the Federal Highway Administration through the New Hampshire Department of Transportation Safe Routes to Schools Program.



Office of Selectmen
Town of Moultonborough
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March 31, 2010

Mr. John W. Corrigan
Safe Routes to School Coordinator
Bureau of Planning and Community Assistance
N.H. Department of Transportation
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: Grant X-A000 (766)


Dear Mr. Corrigan:

I am pleased to submit, in cooperation with the Lakes Region Planning Commission, our final *Safe Routes to Schools Travel Plan: Moultonborough Central School and Moultonborough Academy - March 2010*. The development process concluded with the recent plan endorsement by the School Board, on February 9, 2010 and the Board of Selectmen on February 18, 2010.

It is our understanding that travel plans are formally evaluated by the Statewide Safe Routes to Schools Committee when supporting a project grant proposal. While we anticipate applying for sidewalk preliminary engineering in the future, in the near term our Office of Development Services will work with stakeholders on implementation actions identified in the plan.

We thank the Department for funding this project and you personally for your assistance as we began the planning process and throughout our effort. We will shortly submit needed documentation to closeout this grant. Please feel free to contact our Town Administrator, Mr. Carter Terenzini, if you should need any further information on our grant assisted activities or future endeavors.

Sincerely,


Joel R. Mudgett, Chairman
Moultonborough Board of Selectmen

Enc. (1)

Cc: G. Torresen
D. Merhalski
M. Izard, LRPC Principal Planner
LRPC Commissioners – Moultonborough

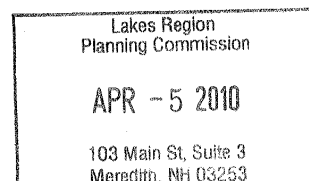


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Appendix H: New Hampshire Department of Transportation – Crosswalks Policy

New Hampshire Safe Routes to School Travel Plan

Name of school or community:

Town of Moultonborough, NH
Carter Terenzini, Town Administrator
P.O. Box 139
6 Holland Street
Moultonborough, NH 03254

Moultonborough School District
Superintendent of Schools: Michael Lancor
PO Box 419
Moultonborough, NH 03254

Is this plan for:

☐ An individual school

☒ A group of schools

For each school, provide the school name, identity and title of a contact person, physical and mailing addresses (if separate), telephone number, fax number and e-mail address:

Moultonborough Academy
Andrew Coppinger, Principal

Physical Address:
25 Blake Road
Moultonborough, NH

Mailing Address:
PO Box 228
Moultonborough, NH 03254

Phone: 476-5517
Fax: 476-5153
Email: acoppinger@sau45.org

Moultonborough Central School
Scott Laliberte, Principal

Physical Address:
916 Whittier Highway
Moultonborough, NH

Mailing Address:
PO Box 149
Moultonborough, NH 03254

Phone: 476-5535
Fax: 476-2409
Email: slaliberte@sau45.org

Is this plan

- ☒ New
☐ Revised

On this and the following pages, provide a detailed description of plans to encourage safe walking and bicycling to school.

If the plan is being developed in conjunction with an application for SRtS reimbursement funding, fully describe all programs and projects. Rank them in order of local priority and indicate which expenses the community is seeking reimbursement for. Include the cost estimate in the application form.

You are not limited by the pages in this document. Add sheets as necessary.

Community organizing efforts:

Summarize efforts to both create a SRtS task force and to build community support for a local program.

A Safe Routes to Schools Advisory Group was formed by the town of Moultonborough in March 2009 after several organizational meetings between municipal officials and Lakes Region Planning Commission staff. The Advisory Group met at publicly noticed meetings on the following dates:

- ☐ April 13, 2009 – Kick-off meeting with presentations by John Corrigan, SRtS Coordinator and Michael Iazard, LRPC Principal Planner
- ☐ May 4, 2009 – Organizational meeting.
- ☐ May 18, 2009 – Organizational meeting for parent surveys, student tally forms, and field assessments to be completed in June/July.
- ☐ July 13, 2009 – Review results of parent surveys and student tally forms. Review field assessment checklists.
- ☐ August 17, 2009 – Review field assessment results.
- ☐ September 29, 2009 – Preliminary priority recommendations discussed.
- ☐ October 6, 2009 – Work Group meeting to discuss and prioritize recommendations.

- ❑ October 20, 2009 – Advisory Group meeting.
- ❑ January 4, 2010 – Revised draft discussed by Advisory Group.
- ❑ January 6, 2010 – Sub-committee meeting.
- ❑ February 9, 2010 – Presentation of draft Travel Plan to School Board for discussion of prioritized recommendations.

See Appendix A for Advisory Group meeting minutes.

The Advisory Group maintained a web page on the town of Moultonborough website (http://www.moultonborough.org/Pages/MoultonboroughNH_BComm/saferoutes) to share information during the travel plan development process. A draft report was presented to the Moultonborough School Board to gain further input on the planning process and build support for the Advisory Group recommendations.

Moultonborough Safe Routes to School (SRtS) Advisory Group

Name	Affiliation
Carter Terenzini	Town Administrator
Betsey Patten	Select Board Member
Scott Kinmond	Highway Agent
Tom Dawson	Police Department
Jody Eichhorn	Police Department
Michael Lancor	Superintendent of Schools
Laurie Whitley	School Board Member
Cassie Coons	K-6 Physical Education Teacher
Sara Fogarty	K-6 Parent & Para educator
Carolyn Nelson	7-12 Parent & School Nurse
Maud Anderson	Grade 4 Teacher
Joanne Coppinger	Planning Board
Gary Torressen	Cycling Club
Julia Velie	K-8 parent
Les Smith	Alternate - Cycling Club
Michael Izard	Lakes Region Planning Commission

Mapping:

Submit a map or maps showing a radius of approximately two miles around each school. Show residential neighborhoods and indicate the approximate number of students in kindergarten through 8th grade in each neighborhood. The map or maps should also display existing and proposed safe routes for bicycling and/or walking between residential neighborhoods and schools.

Several challenges exist for the town of Moultonborough to encourage students to walk and bicycle to school. The leading challenge is that 69 percent of K-8 students live more than 2 miles from the Moultonborough Academy and Moultonborough Central School. Additionally, both schools are located on or immediately adjacent to a state route (NH Route 25) which in 2006 experienced annual average daily traffic of 11,000 vehicles. NH Route 25 is major east west corridor that plays a supportive role not only in the movement of people, but goods as well. This heightens truck traffic through the center of town where the majority of municipal buildings are located which provide opportunities for after school programs. The map in Appendix B shows the kindergarten through eighth grade student population in relationship to the one and two mile distances from the Academy and Central School.

There are no sidewalks in the town of Moultonborough, and they are most clearly needed in the village center adjacent to the schools. In addition to the lack of sidewalks, shoulders are not consistently wide enough to provide adequate safety for bicyclists or pedestrians. The SRtS Advisory Group viewed resolving unsafe conditions as a priority before promoting walking and bicycling. This was supported by the 104 (54%) Parent Survey respondents that indicated sidewalks or pathways affect their decision to let their child walk or bike. Alternatives to sidewalks on NH Route 25 were considered. Opportunities considered included the potential for off-road linkages to the schools and drop-off locations where students living in more remote areas of town could walk or bike a portion of the way to the school. The drop-offs alternative, while not wholly supportive of completing a trip from home to school, was viewed by the SRtS Advisory Group to be one of the most practical near-term solutions given the lack of existing supporting infrastructure outside the village center and distance to larger neighborhoods in town. A series of connecting off-road trails were identified by the Moultonborough Police Department and evaluated by the Advisory Group. The Advisory Group determined that, for safety reasons (no lighting, no supervision, and lack of visibility), the only currently viable trail for students to utilize is between Moultonborough Academy and Laconia Savings Bank (Trail B).

The map in Appendix C shows alternative routes that could be effective with improvements and potential central drop-off locations.

Evaluation:

Summarize the results of the in-class and parent surveys and any walkability and/or bikeability surveys. Describe the existing participation of students walking and bicycling to school and the potential for increasing this participation if barriers (physical, cultural and otherwise) are removed.

If the community has a master plan that includes proposals for enhancing walking and/or bicycling, submit a copy of the relevant sections. In addition, include a description of any efforts to maintain or enhance compact settlement patterns that use land, resources and infrastructure investments efficiently.

The evaluation process will identify barriers to safe walking and bicycling from home to school and document the effectiveness of SRTS program

Overview of Findings

The town of Moultonborough has two schools with approximately 50 students per grade. Moultonborough Central School houses students in Kindergarten through grade 6 and Moultonborough Academy is for students grades 7 to 12. A private pre-school named Imaginations is located across NH Route 25 from the Central School. The village center is bisected by NH Route 25 which is a high-volume, primary east-west corridor in the Lakes Region. Also located in the village are the public library, town hall, recreation center, police and fire departments, Methodist Church, the Old Country Store, a convenience store, and several professional offices and small businesses. The settlement pattern in Moultonborough is distributed heavily along NH Route 109 to the east and Moultonborough Neck to the west, with more limited residential development in the village center. Distance from residential development to the village center and unsafe traveling conditions result in few children who walk and bike to school.

Many parents of children that live close enough to walk or bike to school will not allow these activities due to safety concerns. These concerns are related to the absence of sidewalks in town, the prevalence of inadequate paved shoulders and no crosswalks in the village center. These limitations combined with the frequently exceeded posted village speed limit of 30 miles per hour, make travel across NH Route 25 hazardous. It is acknowledged that needed improvements, which will promote pedestrian and bicycle safety on state routes connecting population centers and schools, must be made in cooperation with the NH Department of Transportation.

After careful consideration of existing conditions, the Moultonborough Safe Routes to Schools Advisory Group concludes the village center is the most critical area in need of safety improvements. While the school-aged population benefited by village center improvements is relatively low, the concept of central drop-off locations would allow students in more remote areas of town access without safety risk until improvements can be made in adjacent areas. A centralized drop-off would allow parents or buses to drop students at a village location where they could continue to school by walking or biking.

While a central drop-off will enhance student participation when promoted through school curriculum, it is understood that: 1) village center improvements including infrastructure, speed enforcement, and crosswalks must be made before promoting the central drop-off concept; 2) this concept is a temporary measure to promote safe walking and biking until infrastructure improvements connecting more populated areas can be made; and 3) the ultimate goal for Moultonborough is consistent with the Safe Routes to Schools program goal to promote home to school walking and biking trips by K-8 students. Once the village center is made safer, efforts can be expanded into other areas in town in a phased approach.

The evaluation process to assess current conditions and determine barriers which impede walking and biking to and from school is detailed in a document titled *Moultonborough Safe Routes to Schools: Student Arrival/Departure and Routes Assessment* (see Appendix D). A summary of the assessment report follows:

Assessment Summary

Work on Moultonborough's Safe Routes to School initiative has taken many forms. It has included (1) conducting student and parent surveys, (2) a field assessment of arrival and departure procedures at the schools, and (3) a field assessment of the existing condition of all potential routes to schools. The field assessments, which involved the assistance of volunteers, have helped to identify pedestrian, bike, and traffic arrival and departure patterns at the Central School and the Academy. They also helped determine the safety of the current walking and bicycle routes to school.

Student and Parent Surveys

Paper surveys were distributed to parents and students at the schools in grades K to 8 to determine modes of transportation to and from school and identify perceived barriers to walking and biking to school. The survey element of the project was influential in the planning process. The percentages of surveys returned are shown below:

Response Rates	Parent Surveys	Student Surveys
Moultonborough Central	36%	70%
Moultonborough Academy	73%	26%

Survey results showed that the percentage of walkers and bikers to the schools is minimal: approximately 4 percent to the Central School and 1 percent to the Academy on a given day. The number of bicyclists was less than 0.4 percent to both schools. It should be noted, however, that only 12.5 percent of Moultonborough students live within the one-mile walking distance of school, and approximately 32 percent within the two-mile biking distance. School bus (45 percent) and family vehicle transport (48 percent) comprised over 90 percent of student methods of arriving at school. The parent surveys revealed potential barriers, including the fact that approximately 67 percent of Central School students, and over 60 percent of Academy students, live over 2 miles from school. Distance, traffic speed, traffic

volume, and the absence of sidewalks/pathways were noted as the primary issues that affect parents' decisions not to allow their child to walk/bike to school. See Appendix E for parent and student survey summary reports.

Field Assessment of Arrival and Departure Procedures

The Lakes Region Planning Commission (LRPC) provided two interns to perform the first field assessment. Arrival and departure procedures were observed at both schools on June 12 and 16, 2009. Overall the system seemed efficient, organized, and effective. There are, however, areas that may be improved, including congestion at the Blake Road/NH Route 25 intersection, which was considered unsafe for pedestrians. Engineering, especially the addition of shoulders or sidewalks on surrounding roads, would make the built environment near school grounds more conducive to walking and biking, and is seen as a priority. Additional bike racks and consistent maintenance of trails nearby would also enhance walkability and bikeability.

Field Assessment of Existing Conditions of All Routes to School

The third element of the study was the field review conducted on July 31 by volunteers and LRPC Staff. A total of five, two-person teams assessed walking routes within one mile of the schools, and biking routes within a two-mile radius. Assessment sheets from the National Highway Traffic Safety Administration (NHTSA) were completed for each road or trail analyzed. Participants also took photographs to show specific examples of positive and negative conditions on the trails and roads.

SRtS Advisory Group Recommendations Based on Assessments and Surveys

SRtS Advisory Group recommendations were developed and prioritized from these assessments. For example, Advisory Group recommendations address specific concerns voiced in the Parent Surveys. Parents of children who don't currently walk or bike indicated that if improvements were made to: sidewalks and pathways, safety at intersections, and traffic speed they would be more likely to allow their children to walk or bike to school.

Percent of parent respondents whose children don't walk or bike, who indicated that they probably would allow if conditions were improved		
Condition	Central School	Academy
Sidewalk and pathways	44%	50%
Traffic speed along route	44%	44%
Safety at intersections and crossings	33%	29%

Additionally, walking and biking are perceived as healthy activities by 43% of the Academy parents and 53% of the Central School parents, which may indicate that with improved safety these parents would encourage walking and biking to and from school.

Relevant Local Plans that Support the SRtS Initiative

The *Town of Moultonborough Master Plan Update: December 2008* contains many references and goals related to walkability and bikeability (see Appendix F). In particular, the Master Plan identifies the following action items related specifically to the work of the Safe Routes to Schools Advisory Group:

- ❑ Construct walkways on NH Route 25 in village, at least on north side.
- ❑ Construct crosswalk at Blake Road to north side of NH Route 25 to connect schools to village.
- ❑ Establish a pedestrian connection within the civic complex with a connection to commercial buildings in the village.
- ❑ Improve pedestrian safety including village crossing, connection to trail network and ties to housing.
- ❑ Implement connections or access roads between town and private roads to mitigate traffic congestion and reduce traffic on major state and local highways.

In addition to the Master Plan, the town views the Safe Routes to Schools work as integral for the implementation of goals identified in the *NH Route 25 Corridor Study, LRPC, April 2006*. In this comprehensive study, Blake Road and Old NH Route 109 are identified as areas of concern which fall within the Safe Routes program area. The plan also concludes that:

“It is important that a pedestrian circulation/sidewalk master plan, including bicycle facilities and priority enhanced crosswalk locations, be considered for these village activity centers.”

Evaluation Recommendations

For a Safe Routes to Schools program to be effective over time, ongoing evaluation is required to gauge the impact improvements have had.

1. Evaluate the safety of the improved routes to schools by periodically traveling them. This evaluation should take the form of the assessment conducted as part of this plan development process utilizing National Highway Traffic Safety Administration travel assessment forms as a guide.

Responsible party: Safe Routes to Schools Advisory Committee.

Funding source: No additional funding needed.

Timeframe: Annually.

2. **Evaluate the routes to determine whether they are being used as intended** (for example, are students crossing at crosswalks, etc.). Evaluation at the same time should assess the effectiveness of signage and pavement striping. Unintended use can be an indication of both ineffective guidance and traveler desire, which may result in different improvement needs.

Responsible party: Moultonborough Police Department.

Funding source: No additional funding needed.

Timeframe: Annually.

3. **Determine whether improvements have spurred additional bicycling and walking.** This will be accomplished by redistributing the parent surveys and conducting student tallies after improvements have been made. A comparison of survey results over-time will aid in understanding changing attitudes as they relate to both past improvements and future needs.

Responsible party: Moultonborough Central School and Moultonborough Academy administration.

Funding source: No additional funding required.

Timeframe: Twice each year – once at the beginning of the school year and again at the end of the year after programs have had a chance to impact walking and biking.

Encouragement:

Describe plans for events such as walking school buses, rolling bike trains, walk-to-school days, school assemblies, walking clubs etc.

Encouraging students to walk and bike to school is an integral part of the SRtS initiative. The Moultonborough SRtS Advisory Group came up with the following means of supporting this aspect of the program:

Encouragement Recommendations

1. Promote walking and biking through the teaching curriculum. Collaboration with NH Bike/Walk Alliance and the local cycling club is planned. Activities will include continuing to invite a guest speaker from the NH Bike/Walk Alliance to make a bicycle safety presentation to all 5th grade students. This presentation covers safety gear, safe bicycle operation and rules of the road for cyclists and takes place annually in the spring. In past years, our school nurse has facilitated a helmet program for a nominal fee. This helmet program is offered to schools by the Injury Prevention Center at the Children's Hospital at Dartmouth (affiliated with Dartmouth Hitchcock Medical Center). We will continue to support annual implementation of this program, which provides families the opportunity to purchase helmets at a low cost.

Responsible party: Moultonborough Central School.

Funding source: The NH Bike/Walk Alliance receives grant funding to provide safety presentations. Scholarship funding will be pursued for the helmet program to ensure that all students are able to have a helmet, regardless of their financial situation.

Timeframe: Both activities are in place and will continue to occur on an annual basis.

2. Implement a “Walk to School Day” as part of Earth Day activities or other appropriate days/events. Care should be taken with existing infrastructure to ensure adequate safety and parent/teacher chaperones. These events could take place in conjunction with the unveiling of new improvements.

Responsible parties: Moultonborough Central School and Moultonborough Police Department

Funding source: No additional funds needed.

Timeframe: In conjunction with the unveiling of new infrastructure improvements.

3. Organize periodic “clean up days” for the walking routes. This will be a community-based effort with multiple volunteer organizations participating.

Responsible party: Community-based effort with local bicycle club taking the lead. It is anticipated that a variety of local service organizations will participate.

Funding source: No additional funds needed.

Timeframe: Spring 2010.

4. Once current safety concerns have been addressed, parents will be encouraged to support walking and bicycling to school via outreach through the monthly school newsletter, weekly school flyer and PTA meetings. Parents will be encouraged to participate as volunteer chaperones of walking school buses and rolling bike trains.

Responsible parties: Moultonborough Central School and Moultonborough PTA.

Funding source: Existing communication methods; no additional funding needed.

Timeframe: As improvements are implemented. It is anticipated that a fall presentation will be made annually at PTA meetings and fall school Parent Nights.

5. Establish and promote central drop-off locations.

Responsible parties: Safe Routes to Schools Advisory Committee.

Funding source: No additional funding needed.

Timeframe: After safety improvements are implemented in the village center.

Education:

Describe bicycle and pedestrian safety courses, bike rodeos, efforts to educate motorists, etc.

Education Recommendations

1. Keep school families apprised of current initiatives that invite walking and biking to school. The monthly school newsletter, the weekly school flyer, the school website, monthly PTA meetings, and the PTA newsletter will all be used to keep school families informed of walking/biking initiatives.

Responsible party: Moultonborough Central School.

Funding source: No additional funds needed.

Time frame: As initiatives are launched.

2. Provide educational information on appropriate motor vehicle etiquette at crosswalks, in the school zone, in school parking lots, etc. through the monthly school newsletter, the weekly school flyer, and the school website.

Responsible parties: Moultonborough Central School.

Funding source: No additional funds needed.

Time frame: As soon as possible.

3. Use the annual “bike rodeo” as an opportunity to educate students on safe bicycle riding. The spring “bicycle rodeo” provides participants with hands-on practice in operating a bicycle safely.

Responsible parties: The bike rodeo is sponsored by the Moultonborough Police Department and publicized at Moultonborough Central School through the weekly flyer and the school’s web site.

Funding source: Grant funding obtained by the Moultonborough Police Department.

Time frame: Occurs annually in the spring.

Enforcement:

Identify efforts by police, crossing guards and others to prevent speeding, failure to stop in crosswalks, etc.

Enforcement Recommendations

1. Maintain police presence around the schools to promote safe walking and bicycling. The Advisory Group has discussed and recommends continued high visibility police presence in the village area of Moultonborough during the arrival and departure times during the school day including the mid-day kindergarten transition. This provides a safer environment for students as speeds are enforced in the designated school zone.

Responsible parties: Moultonborough Police Department working with school administration in coordinating school arrival and departure schedules.

Funding source: Moultonborough Police Department budget.

Timeframe: As soon as possible.

2. Provide a crossing guard at new crosswalk location before and after school. The committee discussed and strongly recommends that an official crossing guard is designated for the NH Route 25 crossing area from Central School to the private daycare currently known as Imaginations. This will increase visibility and provide safer crossing for children who are crossing back and forth between the two buildings several times a day. Recommend providing proper equipment and training for the cross guard. Safety vest and sign for traffic control.

Responsible parties: Several sources - Central School designated crossing guard and Imaginations daycare as they are also a concerned party, could also contribute to this effort. Moultonborough Police Department can provide traffic control training for the designated crossing guards.

Funding source: Shared between adjacent childcare facility and the school district for the designated crossing guard, training, and any equipment that is needed to do this important job.

Timeframe: As soon as possible.

3. Increase speed enforcement efforts on NH Route 25 near schools. The Advisory Group recommends additional speed control enforcement in the school and village area of Moultonborough. It has been observed in this high traffic corridor, that motorists do not always stay within posted speed limits when going through the village area and school zone. This has been identified as a major

safety issue for students who walk and ride bikes to and from school.

Responsible parties: Moultonborough Police Department and the New Hampshire State Police as they also patrol the NH Route 25 corridor.

Funding sources: Moultonborough police budget and State Police.

Time frame: As soon as possible.

4. Petition the state for “Share the Road” signs along major routes within the 2 mile walk/bike study area. The signs will provide motorists a reminder to be aware of student bikers and walkers. There are limited shoulders along all the routes within the study area. The Advisory Group recommends requesting these signs from the NH DOT.

Responsible parties: Moultonborough School Board, Selectmen, Highway Department, and NH DOT.

Funding source: Town and state funds as determined by sign locations.

Time frame: To be determined. This would need to be proposed to the appropriate town boards, and in cooperation with NHDOT.

5. Deploy an electronic speed-indicating device near the Blake Road intersection at least 4 times per year. Recommend continued electronic speed control device within the school zones. Recommend also a permanent speed control sign that will warn drivers when they are exceeding the posted speeds within the school zone. Possible electronic sign posted near the Moultonborough airport alerting drivers they are entering a high pedestrian village area and to slow down to within posted speed limits.

Responsible parties: Moultonborough Police and appropriate state agencies.

Funding source: State and town funds supplemented by grants as available.

Time frame: 6-9 months.

6. Recommend increase of the size of the school zone where the speed limit would be enforced to 20 MPH. Investigate the ability to expand the size of the school zone in both directions, (see Appendix G for example consistent with Manual on Uniform Traffic Control Devices) This will provide a larger school speed zone and increase the control area and slow traffic within the zone. This will be helpful on both the village side and the Imaginations side of the school zone. It will give drivers more advance notice of zone and also provide a safer environment for crossing guards and students

Responsible Parties: Town boards, school and Board of Selectmen to

approve this along with NH DOT and Moultonborough Police Department to recommend and enforce speeds if approved.

Funding source: Grants, along with state and/or town funds.

Timeframe: 6-9 months.

7. Create a designated traffic control position for the drop off and pick-up area on Blake road for the Moultonborough Central School and have a designated person enforce and direct traffic in this area. This will provide a safe area for students to be picked up and dropped off as well as provide a more defined traffic pattern on Blake Road which will increase safety for students who walk and bike in this area. With traffic patterns more defined this should help ease congestion and provide a safer area around the school. Provide signage and possible road striping on Blake road for this area.

Responsible parties: Central School administration, School Board, Selectmen, Moultonborough Police Department.

Funding Source: Grants and town funds, if needed.

Time frame: As soon as approved and the area identified.

Engineering:

Describe physical changes to make walking and/or bicycling from home to school safe and inviting. Examples include sidewalks, bike routes and paths, signs and pavement markings, intersection improvements and traffic calming projects.

Engineering Recommendations

1. Install sidewalks within a one-mile radius of schools, especially on NH Route 25, NH Route 109, and Blake Road. This is a major infrastructure project which will require significant time and monetary expenditures.

Phase I: Assessment - The first step in this process would be to decide which areas are of primary importance/in the most need of sidewalks to improve safety for students traveling to and from school.

Responsible parties: SRtS Advisory Group.

Funding sources: No additional funds needed.

Time frame: As soon as possible.

Phase II: Preliminary Design- Once the top priority project area is selected, the town would need to hire an engineering firm to develop an existing conditions plan of the project area which could then be used to determine the exact nature of the improvements. The engineering consultant would need to meet with the SRtS Advisory Group to look at possible sidewalk locations. A design charrette could then be held in which the engineering consultant, together with the SRtS team, could present plausible options to the public as a means of garnering the maximum amount of public input and marketing of the idea.

Responsible parties: SRtS Advisory Group along with the School Board, Board of Selectmen, and the town consulting engineer. Because NH Routes 25 and 109 are state roads, the cooperation and involvement of the NHDOT would be required.

Funding sources: Possible SRtS implementation grant combined with town funds which would need to be approved at town meeting.

Time frame: Upon completion of Phase I.

Phase III: Construction- Once the plan is finalized it could be put out to bid for construction, a contractor selected, and the work completed.

Responsible parties: SRtS Advisory Group, School Board, Board of Selectmen, town consulting engineer, and the contractor. Because NH Routes 25 and 109 are state roads, the cooperation and involvement of the NHDOT would be required.

Funding sources: SRtS implementation grant combined with town funds which would need to be approved at town meeting.

Time frame: Upon completion of Phase II.

2. Investigate and establish appropriate NH Route 25 and Blake Road crosswalks in accordance with NHDOT Marked Crosswalk policy (see Appendix H). The exact locations of proposed crosswalks would need to be determined.

Responsible parties: SRtS Advisory Group in conjunction with the Moultonborough Police Department and the NHDOT.

Funding sources: No additional funds needed.

Time frame: As soon as possible.

3. Procure an easement from Laconia Savings Bank to continue use of and legalize use of the pathway between Laconia Savings Bank and Moultonborough Academy. Whether or not Laconia Savings Bank (LSB) is amenable to this idea is unknown at this time. If LSB is willing to work with the school district to establish a permanent easement in this location for the use of students traveling to and from school, the easement would need to be recorded in the school and bank property deeds.

Responsible parties: SRtS Advisory Group in conjunction with the School Board and Laconia Savings Bank.

Funding sources: Moultonborough School District.

Time frame: As soon as possible.

4. Install shoulders along NH Route 25 and other main routes to school (NH Route 109, Sheridan Road, and Blake Road). Improvements made to state routes must be coordinated with the NH Department of Transportation (NHDOT). The town may wish to consider a policy that adds shoulders where possible to town roads within the walkable and bikeable distance to schools when reconstruction or reclamation takes place. Increases to existing shoulders may be realized when an overlay provides an opportunity to re-stripe travel lanes; this may be achieved by

reducing lane widths from the standard 12' to 11' 6". NHDOT has indicated in certain areas a lane width of 11' may be appropriate.

Responsible parties: SRtS Advisory Group in conjunction with the Board of Selectmen and the NHDOT.

Funding sources: Possible SRtS implementation grant, combined with town funds which would need to be approved at town meeting unless part of the road maintenance budget, and NHDOT funds.

Time frame: Policy efforts could begin immediately, while actual construction would follow town or NHDOT schedule for reconstruction.

5. Repair and maintain existing shoulders/curbs to correct for broken pavement and edge drop-offs.

Responsible parties: SRtS Advisory Group in conjunction with the Board of Selectmen and the NHDOT.

Funding sources: Possible SRtS implementation grant, combined with town funds which would need to be approved at town meeting unless part of the road maintenance budget, NHDOT funds.

Time frame: Construction would follow town or NHDOT schedule for reconstruction.

Prioritized Travel Plan Recommendations

The 23 recommendations identified under the 5Es were reviewed by the Moultonborough Safe Routes to Schools Advisory Group to establish a prioritized implementation strategy. While work may be done to implement several of the strategies at the same time, the prioritized recommendations that follow represent the Advisory Group's stepwise approach for Travel Plan implementation which addresses village center safety first, promotes student walking and biking, broadens infrastructure improvements beyond the village core, and provides opportunity for program evaluation as improvements are made and participation increases.

1. Investigate and establish appropriate NH Route 25 and Blake Road crosswalks in accordance with NHDOT Marked Crosswalk policy.
2. Provide a crossing guard at new crosswalk location before and after school.
3. Procure an easement from Laconia Savings Bank to continue use of and legalize use of the pathway between Laconia Savings Bank and Moultonborough Academy.
4. Create a designated traffic control position for the drop off and pick-up area on Blake road for the Moultonborough Central School and have a designated person enforce and direct traffic in this area.
5. Deploy an electronic speed-indicating device near the Blake Road intersection at least 4 times per year.
6. Recommend increase of the size of the school zone where the speed limit would be enforced to 20 MPH.
7. Petition the state for "Share the Road" signs along major routes within the 2 mile walk/bike study area.
8. Maintain police presence around the schools to promote safe walking and bicycling.
9. Organize periodic "clean up days" for the walking routes.
10. Promote walking and biking through the teaching curriculum.
11. Use the annual "bike rodeo" as an opportunity to educate students on safe bicycle riding.
12. Provide educational information on appropriate motor vehicle etiquette at crosswalks, in the school zone, in school parking lots, etc. through the monthly school newsletter, the weekly school flyer, and the school website.
13. Repair and maintain existing shoulders/curbs to correct for broken pavement and edge drop-offs.

14. Install sidewalks within a one-mile radius of schools, especially on NH Route 25, NH Route 109, and Blake Road.
15. Install shoulders along NH Route 25 and other main routes to school (NH Route 109, Sheridan Road, and Blake Road).
16. Establish and promote drop-off locations.
17. Implement a “Walk to School Day” as part of Earth Day activities or other appropriate days/events.
18. Evaluate the safety of the improved routes to schools by periodically traveling them.
19. Once current safety concerns have been addressed, parents will be encouraged to support walking and bicycling to school via outreach through the monthly school newsletter, weekly school flyer and PTA meetings.
20. Evaluate the routes to determine whether they are being used as intended.
21. Determine whether improvements have spurred additional bicycling and walking.
22. Keep school families apprised of current initiatives that invite walking and biking to school.
23. Increase speed enforcement efforts on NH Route 25 near schools. The Advisory Group recommends additional speed control enforcement in the school and village area of Moultonborough.

Appendix A:

Moultonborough Safe Routes to Schools Advisory Group - Meeting Minutes



**Safe Routes to School (SRtS)
Information Meeting Minutes
April 13, 2009**

The information session began at 3:40 p.m. in the SAU Conference Room at Moultonborough Academy.

In attendance: Maud Anderson, Cassie Coons, Tom Dawson, Sara Fogarty, Scott Kinmond, Michael Lancor, Carolyn Nelson and Laurie Whitley

Unable to Attend: Carter Terenzini, Pasha Marlowe and Joanne Coppinger contacted Mike Lancor in advance to indicate they were unable to attend.

Mike Lancor began the meeting by indicating that one of the three posting sites for this meeting incorrectly posted the meeting for Thursday, April 16, 2009. As a result, it was determined that today's meeting would be an "Information Session" during which the Safe Routes to School (SRtS) Task Force members would not take any action.

SRtS Overview: John W. Corrigan from the N.H. Department of Transportation distributed a brochure on the Safe Routes to School program and presented a PowerPoint overview of the program. This PowerPoint is available on the DOT website. Startup Grant: The Moultonborough Town (LEA) and School District have received a \$5,000 startup grant for initial planning and non-infrastructure planning.

Planning Concept: The SRtS Task Force will need to use a planning concept known as the "5Es" (Evaluation, Education, Encouragement, Enforcement, and Engineering). SRtS Task Force Actions: Task Force members will need to tailor a local program based on community needs and interest. Possibilities include:

- Surveying parents and students to determine their current choices and attitudes toward walking and bicycling.
- Mapping existing and potential safe routes from residential neighborhoods to school.
- Developing a travel plan.
- Teaching children safe practices for walking and riding.
- Sponsoring events that will show community support for walking and bicycling.
- Coordinating with police to increase enforcement of traffic laws.
- Identifying and constructing needed physical improvements, including sidewalks, signs, crosswalks, bike paths and routes, trails, etc.
- Conducting follow-up surveys to see if attitudes and behaviors have changed.

Competitive Funding: Towns and School Districts that receive Planning Grants become eligible to compete for comprehensive infrastructure and/or non-infrastructure programs. Round 4 of funding will take place in the fall of 2009 with awards announced in early 2010.

Our Scope of Work: Mike IZard (Lakes Region Planning Commission) is consulting with our SRtS Task Force. Mike used a PowerPoint presentation to review the following actions that need to be taken:

- Administer and compile required national parent and student surveys,
- Observe and create a map of walking and biking opportunities,
- Review current Town and Master Plan Goals or statements related to pedestrian traffic,
- Conduct three additional task force meetings,
- Solicit public information, and
- Create a travel plan report.

Timeline: Mike IZard proposed the following time line milestones:

- May 4, 2009 – surveys sent home
- May 15, 2009 – surveys returned
- June/July 2009 – Document Existing Conditions
- August 18, 2009 – SRtS Committee Meeting
- September 8, 2009 – PTA Presentation
- October 2009 – Final Report/Committee Meeting

Surveys: The parent and student surveys will be taken during the week of May 11. An article will appear in the May issue of *Paw Prints*. MCS teachers (K-6) and MA teachers (7-8) will be asked to conduct the student surveys on May 11, 12 and 13. The parent surveys will be sent home with students in grades K to 6 on May 11 and mailed to the parents of students in grades 7 and 8.

Next Meeting: The next meeting will be from 3:30 to 5:30 p.m. on Monday, May 4, 2009 in the SAU Conference Room. Agenda items will include: cover letter for surveys, markup 2-mile radius map, and brainstorm the 5Es.

Respectfully submitted,
Michael Lancor,
Superintendent of Schools

**Safe Routes to School (SRtS)
Task Force Meeting
May 4, 2009**

In Attendance: Maud Anderson, Joanne Coppinger, Jody Eichhorn, Sara Fogarty, Mike Izard, Scott Kinmond, Michael Lancor, Carolyn Nelson, Betsy Patten, Carter Terenzini, Les Smith and Gary Torresen

Unable to Attend: Tom Dawson, Laurie Whitley, Cassie Coons, Pasha Marlow

The SRtS task force meeting began at 2:40 p.m. in the SAU Conference Room at Moultonborough Academy. Parent Surveys and Tally Sheets: The SRtS grant process requires administration of “Student Arrival and Departure Tally Sheets” and “Survey About Walking and Biking to School for Parents”. Mike Lancor, Sara Fogarty and Carolyn Nelson will distribute and recollect the parent surveys and teacher tally sheets during the week of May 11, 2009 for grades K to 8. The tally sheets will be completed on Tuesday, May 12, Wednesday, May 13, and Thursday, May 14. The parent surveys are due back by Friday, May 15. Carter Terenzini volunteered to create a draft cover letter to go home with the survey sheets to all parents. Mike Lancor will send an AlertNow message regarding the parent surveys to the households of all students in grades K to 8 on Sunday, May 10, 2009.

Document Existing Conditions: Mike Izard (Lakes Region Planning Commission) discussed the grant requirements for documenting existing conditions (e.g. road shoulders, official and unofficial pathways, snow mobile trails) within one mile (walking) and two-mile (biking) distances from Moultonborough Central School and Moultonborough Academy. Two maps were posted for discussion purposes.

- Discussion took place about identifying potential “drop off locations” that could serve as locations from which students might walk to or bike to and from school. Potential locations discussed included the Public Library/Recreation Center Complex, the Moultonborough Lions Clubhouse, the entrance to Skyline Drive and the Moultonborough United Methodist Church.
- The SRtS grant process requires members of the task force to use GPS to map distances from the two schools while recording conditions (safety and physical) on roadways and pathways that may be used by students to walk to and from school.
- The mapping (walking and biking roadways and pathways) will take place in June and July under direction of the Lakes Regions Planning Commission (LRPC). Two employees of LRPC will work with the following SRtS Task Force members: Maud Anderson, Joanne

Coppinger, Tom Dawson, Jody Eichhorn, Sara Fogarty, Carolyn Nelson, Les Smith and Garry Torresen. Mike Izard will coordinate this effort and will contact task force members by email.

- There was consensus that all known official or unofficial pathways were already identified on the maps.

Moultonborough Master Plan: Pages 13 and 14 of the new Moultonborough Master Plan were reviewed. The following recommended Action Plans were noted as being related to the work of the SRtS Task Force:

- Construct walkways on Route 25 in village, at least on the north side.
- Construct a crosswalk at Blake Road to north side of Route 25 to connect schools to village.
- Establish a pedestrian connection within the civic complex with a connection to commercial buildings in the village.
- Improve pedestrian safety including village crossing, connection to trail network and ties to housing.
- Implement connections or access roads between town and private roads to mitigate traffic congestion and reduce traffic on major state and local highways.

Next Meeting: The SRtS Task Force will meet at 9:00 a.m. in the SAU Conference Room on Monday, August 17, 2009.

Respectfully submitted,
Michael Lancor,
Superintendent

**Safe Routes to School (SRtS)
Information Meeting Minutes
May 18, 2009**

The information session began at 3:40 p.m. in the SAU Conference Room at Moultonborough Academy.

In attendance: Maud Anderson, Andrea Bonner, Cassie Coons, Joanne Coppinger, Tom Dawson, Sara Fogarty, Mike Izard, Scott Kinmond, Michael Lancor, Carolyn Nelson, Betsy Patten, Carter Terenzini, Gary Torressen, Les Smith and Julie Velie

Unable to Attend: Jody Eichhorn, Pasha Marlow and Laurie Whitley

Election of Chairperson: Consensus was reached to appoint a chairperson to conduct future Task Force meetings. Joanne Coppinger moved, and Sara Fogarty seconded a motion, to elect Gary Torressen as chairperson. The motion carried unanimously.

SRtS Overview: Carter Terenzini reviewed the history behind the decision to apply for SRtS grant funds. The primary concerns originally discussed by Carter, Mike Lancor and Scott Kinmond were the geographic areas connecting MCS and MA to the village center and town property formerly owned by the Lions Club. This is not the main focus of SRtS grant funds that has a specific focus on increasing the number of students in grades K to 8 that walk or bike to school. Additional SRtS funding is dependent upon this specific focus. There may be some possibility to have drop-off locations from which students walk or bike to or from school. Much discussion took place regarding formal (roads) and informal (pathways) currently used or potentially utilized as routes to walk or bike to school. The informal pathways include snowmobile trails and student created pathways.

Surveys: During the week of May 11, the “Student Arrival and Departure Tally Sheets” and “Survey About Walking and Biking to School for Parents” were very successfully completed. For grade K to 8, 116 parent surveys were returned and 70 for grades 7 and 8. Special thanks to Sara Fogarty (MCS) and Carolyn Nelson (MA) for administering these surveys. All surveys were given to Mike Izard who will send them to the national SRtS officials for tabulation.

Travel Plan: The SRtS Task Force, together with Lakes Region Planning Commission, will “map” (GPS) roadways and pathways within two miles of MA and MCS and make notations regarding current conditions. Once mapping has been completed, then the SRtS Task Force needs to discuss the barriers that exist and potential action steps that could be taken to overcome barriers. If we can accomplish all of these steps, then we will have a “travel plan.” A completed travel plan is a prerequisite for application to receive SRtS implementation grant funds. There are \$20,000 SRtS travel plan development grants available, but it is our intent to produce a completed travel plan with our current \$5,000 grant.

Future Meetings: The next Task Force meeting will be held after the survey and tally sheet results have been received. The Task Force is still scheduled to meet at 9:00 a.m. in the SAU Conference Room on Monday, August 17, 2009. By that time, the “mapping” of current conditions will be completed.

Respectfully submitted,
Michael Lancor,
Superintendent of Schools

**Safe Routes to School (SRTS)
Task Force Meeting
July 13, 2009**

In Attendance: Mike Izard, LRPC, Carter Terenzini, Les Smith, Gary Torressen, Tom Dawson, Sara Fogarty, Joanne Coppinger, Scott Kinmond, Laurie Whitley

Unable to Attend: Cassie Coons, Pasha Marlow, Betsey Patten, Mike Lancor, Carolyn Nelson, Maud Anderson, Julia Velie, Jody Eichhorn

Chairman Torressen called the meeting to order at 3:40 p.m. in the SAU Conference Room at Moultonborough Academy.

Parent /Student Surveys:

Mike Izard reviewed the results of the Parent/Student surveys. He had shared it with John Corrigan, the statewide SRTS coordinator, who was surprised that crime was a concern (suggesting a possible safety escort program) and that infrastructure was an issue. He suggested that any work on Rt. 25 might be bike/walk as opposed to just a (side)walk.

Mike reported further that John thought that since the majority of students live within the 2 mile radius (bike) as opposed to the 1 mile radius (walk) that our efforts should go toward biking improvements if one had to choose between the two. Sara noted some disparity on the survey in that the kindergarten kids (12+) seemed to report they walked home when they really just walked across the street to after school day care. Given our small population this is a significant number. Mike said he'd had two interns assess the school arrival/departure once he had the surveys in hand. One of the things that struck everyone was the number of parents who actually drove their children to school irrespective of the distance they live from the school.

Bike/Walk Field Audits:

Mike distributed checklists that could be used on the audits. Laura Whitley wondered if we could learn why so many drive when they could take advantage of the school bus (which often runs a low census).

There was general discussion about the role the SRTS could take in trying to at least move kids out of parent driven vehicles onto the bus.

There was a general discussion of which trails to audit; and the merits of taking the off-road pathways off the table versus exploring what we can do to enhance them to address any concerns. No changes were made to the past decision to explore all the possibilities before dismissing them. Carter Terenzini asked Mike Izard to break the various routes down into a list for folks to sign up to do the walks. List by Thursday (out) with responses back by Tuesday (and whatever). The audits would be the last week of July. SRTS Meeting July 13, 2009

There was a general discussion of some form of subcommittee/effort with the schools on the issue of getting better census onto the buses and a need to remain focused on our primary responsibility which is completing the Travel Plan. The question arose of what we actually expect to get from this Travel Plan. These were described by Carter and Mike as:

- Low cost/no cost immediate solutions
- Mid Range solutions
- Long Range solutions.

These would be constructed around the 5 E's:

- Evaluation
- Education (Such as the Bike Rodeo)
- Encouragement
- Enforcement
- Engineering

Mike also pointed out that in order to be eligible for any future funding (including engineering money to develop better plans and cost estimates on the long range solutions) we needed to have an approved travel plan on file. There being no further business the Chair adjourned the meeting at 4:50 p.m.

Respectfully Submitted,
Carter Terenzini

Next Meeting is on Monday August 17th at 9:00a.m. at the SAU Conference Room

**Safe Routes to School (SRtS)
Task Force Meeting
Monday, August 17, 2009**

In Attendance: Tom Dawson, Sara Fogarty, Scott Kinmond, Mike Lancor, Carolyn Nelson, Les Smith, Julie Velie

Mike Lancor called the meeting to order at 9:10 a.m. in the SAU Conference Room at Moultonborough Academy. Mike Izzard, consultant with Lakes Region Planning Commission, (LRPC) did not arrive for the meeting. Those in attendance were able to reach Mike by phone and discovered that Mike did not have the meeting scheduled on his calendar. A decision was made to continue the meeting with Mike participating by speakerphone. Highlights of the discussion that took place are as follows:

1. All routes within the geographic area of study (one mile for walkers; two miles for bikers) have been surveyed for “walkability” or bikeability”.
2. Mike Izzard faxed to the SAU office a draft copy of the SRtS Field Review that included an introduction to the field assessments conducted on July 31 and August 2, walkability and bikeability observations, summary statements and draft recommendations.
3. Members of the SRtS will need to finalize recommendations and develop a proposal plan to address priorities for five areas: education, enforcement, encouragement, evaluation and engineering. Another meeting date needs to be established during which SRtS members will proceed with item #3 above.

Respectfully Submitted,
Michael Lancor,
Superintendent of Schools

Safe Routes to Schools Meeting Minutes
Moultonborough SAU Office
September 29, 2009, 3:30 p.m.

Attendees:

Gary Torensen, Chair
Michael Izard, LRPC
Scott Kinmond, Moultonborough DPW
Chief Tom Dawson, Moultonborough PD
Maude Anderson, MCS
Cassie Coons, MCS PE
Sara Fogarty, MCS/Parent
Julia Velic, Parent
Joanne Coppinger, Parent

I. Mike Izard distributed copies of the LRPC draft of the Assessment summary report, which included:

- a. Field Assessments at MCS/MA schools arrival and departures;
- b. Field Assessments of the walk ability and bike ability;
- c. Overall recommendations best described as preliminary recommendations.

Mike stated that the assessment report is a draft and working tool to assist the group in working towards a travel plan and would recommend that the “5-E’s” be looked at and couple with the potential prioritized recommendations.

II. Several questions were raised as to whether we had a travel plan, and where we went from here. Mike Izard explained that the assessment report is not a travel plan but the data contained within it would be a foundation and backing for the travel plan creation. Mike Izard explained that the next step is the travel plan, and that a \$20K grant process could help to further implement such a plan.

III. The group was encouraged to review the priority lists and to place them into a descending list to help us in furthering the travel plan process. The process would need to answer the questions of Who, What, Where, and How. Mike I. explained that the priorities need to have these answered and how the assessment data supports each of the priorities. One point that was made that the assessments really show the need for a safe travel route, as most parents would not allow their children to travel the routes without safety enhancements which are more toward infrastructure then educations and enforcement.

The committee acknowledged that the enforcement and education is ongoing, and spoke to whether there could be added enforcement to help cross the busy Rt 25. It was noted that it is critically important to show in the priorities how this will serve what catchment groups (walk and bike radius), and the link with the after-school community programs. Committee members had a discussion on the priorities they felt were important:

- a. Crosswalks on Rt 25
- b. Ma to LSB pathway (easement, design, implementation)

- c. Sidewalk conceptional design for village area. (LSB to east of Old Rt 109)
- d. Continued Education & Enforcement
 - i. Added enforcement presences as crossing guard
 - ii. Your Speed ahead signage
- e. Establish designated drop off areas for group walk/bike to school locations. (Rec. Ctr. And Lions Club)

IV. The committee talked about the need to now take these priorities and answer the questions.

- a. Julia and Joanne will work on Priority List and “5-E’s” list and will e-mail to the committee a draft of their draft. It was also discussed that when the priorities list is finalized that a community meeting may be needed to get the buy in to our travel plan recommendations and priorities.
- b. A presentation relative to the findings and recommendations to the School Board. This being part of the grant process.

Meeting adjourned at approx. 5 p.m. (Minutes are a summary of the discussion:)

Scott D. Kinmond, Highway Agent
Town of Moultonborough Public Works

Moultonborough SRtS Advisory Group Meeting Minutes
October 20, 2009 3:30 p.m.
Location: Moultonborough Academy SAU 45 conference room

Present: Les Smith, Gary Torressen, Julia Velie, Carolyn Nelson, Sara Fogarty, Mike Izard, Joanne Coppinger, Mike Lancor (arrived at 4:40) Members of the public: Al Hume

Implementation Grant Deadline November 9, 2009: Mike Izard questioned whether anyone from SRtS had been working on an application for an implementation grant for SRtS which applications are due to the state on November 9, 2009. It was determined that no one was working on such a grant. It was therefore decided that because such an application entails a significant amount of work, it was not feasible to pursue such an application at this point in time. Joanne Coppinger questioned whether it was at all feasible to expect that the Travel Plan could be complete by November 9th, which is a prerequisite for applying for such implementation grant funding. Mike Izard stated that he thought it was reasonable that the Travel Plan could be complete by that time.

Purpose of the School Board Meeting: Mike Izard said he thought that the Travel Plan simply needed to be “polished up” prior to the presentation to the school board and that it was feasible to get it sufficiently ready for presentation to the school board in the near future (possibly as early as the upcoming November 10th school board meeting.). He stated that “The idea with the presentation to the school board is to deliver your thoughts about the planning process and recommendations and garner some input from the public as well. We haven’t done a lot of public outreach at this point other than notifying all the meetings on your website and that was conceptually why the meeting with the school board was built into the plan: Put it out there in the public realm and ask the question “What do you think about what we’ve come up with?” and make some modifications as required.”

The Travel Plan: 1st Draft:

The details of the first draft of the Travel Plan were discussed.

Mike Izard pointed out that it is important to answer or address any issues identified in the Assessment Report in the Travel Plan. He said that an implementation schedule that answers the questions Who, How, What, When, and Why was an important part of the plan.

It was noted that the drop-off concept didn’t make the recommendations list, and it should have. It was noted that sidewalks are non-existent in the village, and was generally agreed that the “sidewalk” outside the Old Country Store is really more of an entrance-way to the store as opposed to a sidewalk, as it is located only directly in front of the store.

Mike Izard suggested that we complete the Recommendations section first, and then complete the Travel Plan details to support the recommendations.

The “Five E’s” were discussed. Mike Izard explained that the purpose of the Evaluation section is dual in nature; it includes what we’ve done currently in regard to assessment and is forward-looking as far as what we plan to do in the future.

Joanne had a few edits which she thought should be made and the committee concurred: (1) under Assessment Summary, note the acceptable walking and biking distances (1 mile and 2 miles): “...12.5% of Moultonborough students live within the 1 mile walking distance and 32% live within the 2-mile biking distance.” (2) Add “the absence of” in reference to sidewalks: “...traffic speed, traffic volume, and the absence of sidewalks/pathways...” (3) Change “Addition of” to “Additional” in reference to bike racks: “Additional bike racks and consistent maintenance...”

Trails were discussed. The committee discussed the status of trails in regard to recommendations. It was determined that at the last meeting on October 6th the committee decided that no trails were worth promoting (with the exception of Trail B) for reasons of safety (no lighting, no supervision, lack of visibility.) Unlike the other trails in the area, Trail B, which is the trail between the Academy and Laconia Savings Bank, is highly visible and considered safe. This needs to be made clear in the travel plan. Mike Izard suggested that the travel plan needs to discuss all trails identified in the Assessment Report and point out what was considered for that trail and what the outcome was.

Gary pointed out that things like crosswalks, police presence, and traffic calming measures can all be done now.

It was pointed out that we need creative measures to include more children considering that 70% of children live outside the 2-mile radius.

It was stated that a traffic cop is needed at the Blake Road/Rte 25 intersection in the a.m. and in the p.m.

The enforcement of drop-off procedures and the importance of educating parents regarding proper drop-off protocol was discussed.

Mike Izard thought that the Academy having considered the purchase of adjacent property for the purpose of another access/egress to/from the school should be included in the travel plan.

To clarify the sentence starting “The preliminary recommendations were formed...” Joanne pointed out that “which” should be changed to “and” so it reads “...from these assessments and were adopted...”

Mike Izard pointed out that under Evaluation, redistributing the parent surveys is a requirement of SRtS.

Getting back to the concept of identifying Who, How, What, Why, When for each of the recommendations under the 5E's, it was decided that the various committee members present would each take an “E” and expand upon it in this fashion. Joanne volunteered to have everyone send her their writing, and she would compile it and send the revised travel plan out to everyone prior to the next meeting. The committee thought it reasonable that this work be done and sent to her by Monday October 26th, so that the committee could meet again in November and the travel plan could then be presented to the school board at their December meeting.

Julia asked, in regard to identifying responsible parties, how that was to be accomplished; she did not feel that the committee could commit other people and organizations without their prior consent/knowledge, that we should be careful not to do this.

Mike Izard had a list of items which were identified in the Assessment Report which were not discussed in the travel plan, as follows:

1. Bike Racks
2. Trail maintenance
3. Faded crosswalk on MA property*
4. Parking lots need re-striping*
5. Walkway lighting along MA driveway (Academy Drive)
6. Site distances at intersections

7. Drop-off at Blake Road

8. Lack of a crosswalk at Blake Road/ Academy Drive

*need to point out that re-painting is done every 2 to 3 years.

Mike Lancor agreed to look into the lighting situation along Academy Drive, Les took on the Evaluation piece, Carolyn the Education piece, Joanne: Engineering, Sara: Encouragement, and Gary: Enforcement.

Sara pointed out that at one time, there was discussion of recommending that any sidewalks extend all the way from MCS to the Life Safety Building.

The meeting ended at approximately 5:00 p.m.

Respectfully submitted,

Joanne K. Coppinger

Moultonborough Safe Routes to School Committee
Meeting January 4, 2010 3:30 pm
Location Moultonborough Academy SAU45 conference room

Present: Chairman Gary Torressen, Betsey Patten, Tom Dawson, Jody Eichhorn, Laurie Whitley, Sara Fogarty, Carolyn Nelson, Maud Anderson, Joanne Coppinger, Julia Velie, Les Smith, Michael Izzard LRPC

Meeting opened 3:30

Gary Torressen welcomed members to the meeting and offered thanks for everyone's input and efforts for SRTS. Thanks to Mike Izzard for his work on the travel plan. Mike Izzard presented the draft travel plan based on previous input from the committee. Mike explained that the draft is lengthy and detailed and includes all the information that has been collected and documented. When this is presented to the school board a power point that highlights the details in the travel plan and will be helpful for the presentation.

Opened the meeting to further input and discussion on the draft travel plan. Joanne Coppinger offered and introduced a cover letter to the travel plan for the committee to review and approve. Consensus was that this was a good idea to include with the travel plan as it will give an overview of what the plan is proposing and give some background of the town to those reviewing the plan. There was discussion regarding the cover letter and several edits were recommended for the final draft of the cover letter. Discussion on page 12 under Enforcement section Item#2 Recommend change this to have a crossing guard at all crosswalks designated on route 25 during all school pick up and drop off times. It was agreed that this should be broadened as it is important to have cross guards at all crosswalks during these times. Also discussed for this item was to change the reference to Imaginations Pre-school to be referenced as private child care center. It was agreed that this is a good idea as the name of this facility has changed in the past. It would be better to reference as a private child care facility for the purposes of this document.

Discussed and proposed that a prioritized list be also included with the travel plan to be added to the end of the document that will give weight of priority to each of the items in the document that the committee believes are most important to be done and completed.

Due to the time of the meeting it was agreed that the following members Joanne Coppinger, Julia Velie, Tom Dawson would draft the changes and provide them to Mike Izzard and the committee for review for the presentation to the school board on February 9th. Laurie Whitley would add SRTS to the agenda for the presentation of the Travel Plan. The Board of Selectmen will be invited to attend.

Meeting adjourned @ 4:55 PM
Respectfully Submitted,
Gary Torressen

Moultonborough SRtS Advisory Group Sub-Committee Meeting Minutes
January 6, 2010 10:00 a.m.
Location: Moultonborough Police Station

Present: Police Chief Tom Dawson, Julia Velie, Joanne Coppinger

The purpose of the meeting was to take all of the recommendations found under the 5 E's of the travel plan and put them in order as to priority. The group decided that the best approach would be to organize the recommendations with those items which can be accomplished prior to construction of infrastructure improvements (widening road shoulders and constructing sidewalks, etc.) listed first, followed by infrastructure improvement items, followed by those items that can logically only be done after infrastructure improvements have been constructed. Joanne had copied and cut out all of the recommendations, and by placing the infrastructure-related items in the middle of the table, the group took each recommendation and placed it either before or after infrastructure improvements, in what they thought was the most logical sequence. Joanne volunteered to forward the completed prioritized list to Mike Izard of LRPC along with other edits she has compiled.

The meeting ended at approximately 10:30 a.m.
Respectfully submitted,

Joanne K. Coppinger

Appendix B:

Location of Kindergarten to Eighth Grade Students

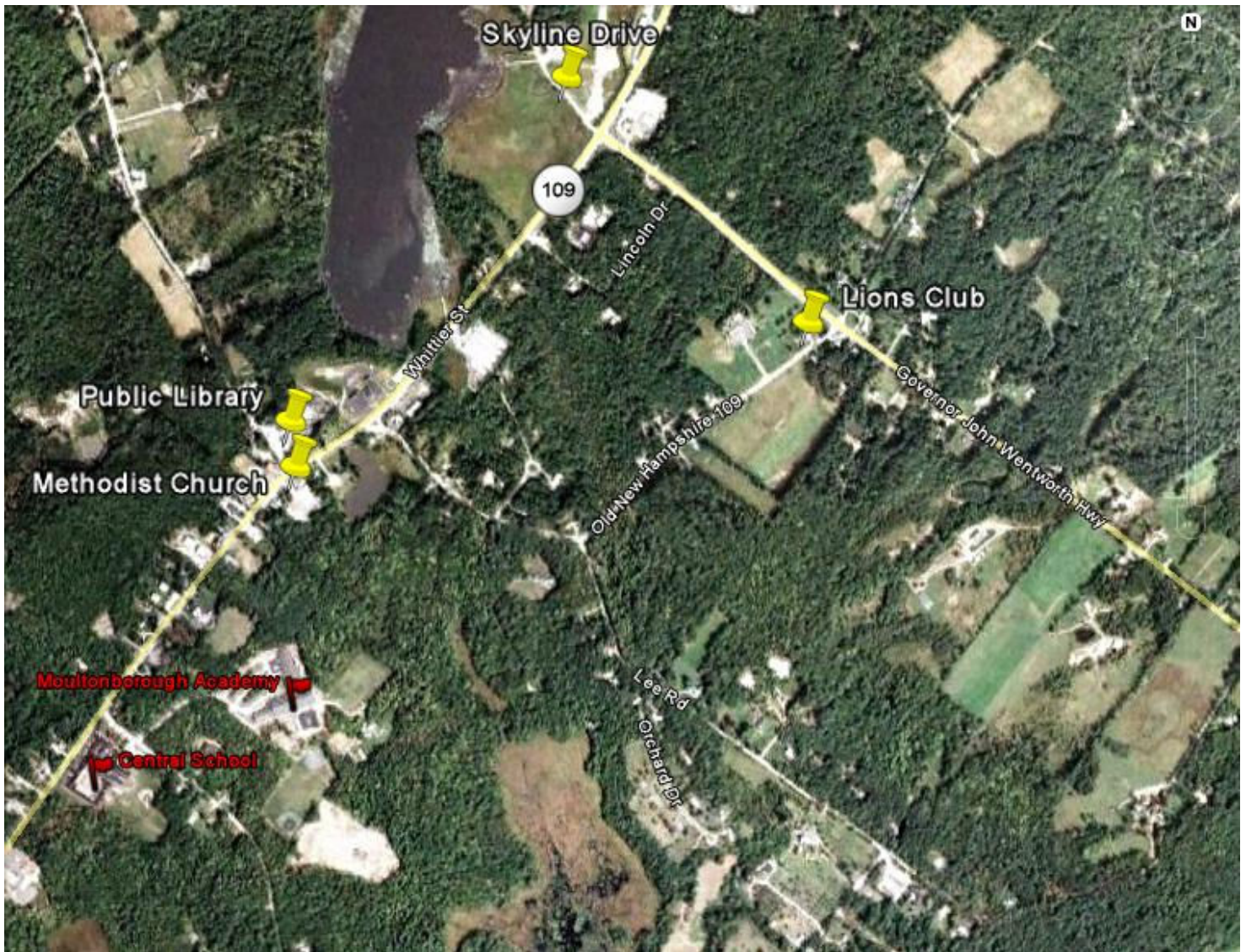


Appendix C:

Potential Drop-off Locations and Existing Trails



Potential Central Drop-off Locations



Existing Trail Network near Schools



Appendix D:

Student Arrival/Departure and Routes Assessment



Moultonborough Safe Routes to School

Student Arrival/Departure and Routes Assessment



Moultonborough Safe Routes to School

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Assessment Summary

Work on Moultonborough's Safe Routes to School initiative has taken many forms. It has included (1) conducting student and parent surveys, (2) a field assessment of arrival and departure procedures at the schools, and (3) a field assessment of the existing condition of all potential routes to schools. The field assessments, which involved the assistance of volunteers, have helped to identify pedestrian, bike, and traffic arrival and departure patterns at the Central School and the Academy. They also helped determine the safety of the current walking and bicycle routes to school.

Student and Parent Surveys

Paper surveys were distributed to parents and students at the schools in grades K to 8 to determine modes of transportation to and from school and identify perceived barriers to walking and biking to school. The survey element of the project was influential in the planning process. The percentages of surveys returned are shown below:

Response Rates	Parent Surveys	Student Surveys
Moultonborough Central	36%	70%
Moultonborough Academy	73%	26%

Survey results showed that the percentage of walkers and bikers to the schools is minimal: approximately 4 percent to the Central School and 1 percent to the Academy on a given day. The number of bicyclists was less than 0.4 percent to both schools. It should be noted, however, that only 12.5 percent of Moultonborough students live within the one-mile walking distance of school, and approximately 32 percent within the two-mile biking distance. School bus (45 percent) and family vehicle transport (48 percent) comprised over 90 percent of student methods of arriving at school. The parent surveys revealed potential barriers, including the fact that approximately 67 percent of Central School students, and over 60 percent of Academy students, live over 2 miles from school. Distance, traffic speed, traffic volume, and the absence of sidewalks/pathways were noted as the primary issues that affect parents' decisions not to allow their child to walk/bike to school. See Appendix E for parent and student survey summary reports.

Field Assessment of Arrival and Departure Procedures

The Lakes Region Planning Commission (LRPC) provided two interns to perform the first field assessment. Arrival and departure procedures were observed at both schools on June 12 and 16, 2009. Overall the system seemed efficient, organized, and effective. There are, however, areas that may be improved, including congestion at the Blake Road/NH Route 25 intersection, which was considered unsafe for pedestrians. Engineering, especially the addition of shoulders or sidewalks on surrounding roads, would make the built environment near school grounds more

conducive to walking and biking, and is seen as a priority. Additional bike racks and consistent maintenance of trails nearby would also enhance walkability and bikeability.

Field Assessment of Existing Conditions of All Routes to School

The third element of the study was the field review conducted on July 31 by volunteers and LRPC Staff. A total of five, two-person teams assessed walking routes within one mile of the schools, and biking routes within a two-mile radius. Assessment sheets from the National Highway Traffic Safety Administration (NHTSA) were completed for each road or trail analyzed. Participants also took photographs to show specific examples of positive and negative conditions on the trails and roads.

Field Assessment 1 - Arrival/Departure Observations

Location: Moultonborough Academy, Moultonborough, NH
Grades: 7-12 (Grades 7 and 8 observed)
Departure: June 12, 2009, 2:00 – 2:30 PM
Arrival: June 15, 2009, 7:15 – 7:35 AM
June 16, 2009, 7:00 – 7:35 AM

Summary: Based on observations at Moultonborough Academy, the overall system seemed efficient, organized, and effective. There are, however, areas that may be improved in regard to providing opportunity for students to access the school by alternative modes of transportation. At arrival and departure, the Blake Road and NH Route 25 intersection (300' from Moultonborough Academy driveway) is typically congested with automobile traffic and was considered unsafe for pedestrians.

Summary of Conditions

A. School Site

Number of arrival and dismissal times: one arrival and one dismissal

Walking paths to the school

- ❑ Paths exist along the main entrance drive. Other non-maintained paths exist at either end of the school (east and west).
- ❑ There is a sidewalk in front of the school.
- ❑ There is a potential for conflict for vehicles coming from behind the school near athletic fields and exiting the faculty parking lot because of the crosswalk.
- ❑ There was no alternate school grounds access route.
- ❑ Pedestrians attempting to gain access to school must cross road where teachers and back parking lot vehicles drive.
- ❑ In some areas crosswalk lines are faded and in others they are non-existent. Signage and stencils are not used effectively on pavement to warn drivers of upcoming vehicular-pedestrian intersections.
- ❑ There are several entrances to school grounds that do not come from roads. These paths are under-maintained and all un-lit. There is a safety concern as well as a usage concern on these pathways.



Bicycle facilities

- ❑ A bike rack is located on the front side of the school, but is not adjacent to a bike path.
- ❑ Bike paths or lanes were not apparent.
- ❑ There was potential for conflict with vehicles.

Location of school bus loading zone

- ❑ Students leave classroom and go to bus. One adult was observed outdoors during departure time.
- ❑ Pedestrian access from cars to school is hazardous (crosses bus and drop-off lanes).

Number of buses: 6

Location of garbage dumpsters

- ❑ In back of school away from students and not impeding traffic flow.

Emergency vehicle access

- ❑ Front of school (bus-port)

B. Areas Surrounding the School Site

- ❑ There are no crosswalks and there is insufficient signage the intersection of Blake Road and Academy Drive and Blake Road and NH Route 25.

Volume and speed of traffic on surrounding streets (not assessed):

- ❑ Blake Road
- ❑ NH Route 25
- ❑ Academy Road

Extent of sidewalks

- ❑ Sidewalks extend around the west side of school.
- ❑ Walkway separated from and adjacent to Academy Road.
- ❑ No sidewalks on Blake Road and NH Route 25.

Pedestrian crossing devices present and utilized: None

Number and position of bus/student patrollers: None



Sight distances of school crossings to road curves and bus zones (not assessed)

Number and position of adult crossing guards: None

Placement of school crossings in relation to driveways and bus loading zones

- ❑ One at both ends of bus area.

Timing of traffic lights: None

On-street signs (not assessed)

C. Non-Traffic Related Items

Types of buildings around school:

- ❑ Residential, Scholastic and Public/Commercial

Location of other public spaces near school

- | | |
|---|------------|
| ❑ The Loon Center and Markus Wildlife Sanctuary | 1.6 miles |
| ❑ Library | .77 miles |
| ❑ Moultonborough United Methodist Church | .67 miles |
| ❑ Moultonborough Central School | .25 miles |
| ❑ Lions Club | 1.53 miles |

Location: Moultonborough Central School, Moultonborough, NH
Grades: K-6
Departure: June 12, 2009, 2:00 – 2:30 PM
Arrival: June 15, 2009, 7:15 – 7:35 AM
June 16, 2009, 7:00 – 7:35 AM

Summary: Based on observations at Moultonborough Central School, the overall system worked well, with the following exceptions: children walking between buses in the front parking lot, lack of crosswalks in and around the school zone, and insufficient number of bike racks to encourage bicycling to school.

Summary of Conditions

A. School Site

Number of arrival and dismissal times

- 1 Arrival
- 1 Dismissal

Parking area

- ❑ There are plenty of choices in front and in back of the school for parent, visitor, and teacher parking, as well as parking along Blake Road.
- ❑ Handicap spaces are available in front of the building and one in back with a handicap entrance. Although there are handicap parking signs, pavement markings are very faded.
- ❑ Entrance and exit signs for the loop into the school are clearly followed.

Walking/biking paths to the school

- ❑ Paths are non-existent.
- ❑ No crosswalks across NH Route 25 or along it.
- ❑ Wooden walkway/stairs from the Blake Road parking lot down to the school is highly utilized by parents, teachers, and students. There is a walkway about 2/3 of the way around the school.
- ❑ No safe way to get to school property; students must either walk along NH Route 25 or take the unofficial path through the woods to the Academy and then use the sidewalk from the Academy to the Central School.

Bicycle facilities

- ❑ A single, poorly-maintained bike rack exists with the capacity for 6 bicycles.
- ❑ Bike paths or lanes do not exist to encourage cycling.
- ❑ There was potential for conflict with vehicles, because of poor/no markings or space.

Location of school bus loading zone

- ❑ In front of main entrance

- ❑ Buses lined up in staggered position
- ❑ Three or four teachers stood outside to get a good view of the buses, and one teacher stood in front of all the buses watching the students travel between them.

Number of buses: 6

Location of garbage dumpsters

- ❑ Two dumpsters in the back of the building on the field the students play on
- ❑ There is room for them to be moved into the parking lot out of the way of students and vehicular traffic.

Emergency vehicle access

- ❑ Front of school (bus-port)

B. Areas Surrounding the School Site

- ❑ There are no sidewalks or crosswalks and insufficient signage at the intersections of Blake Road and Academy Drive and Blake Road and NH Route 25.

Volume and speed of traffic on surrounding streets (not assessed):

- ❑ Blake Road
- ❑ NH Route 25
- ❑ Academy Rd

Extent of sidewalks

- ❑ Sidewalks extend from the front to the west side of the school.
- ❑ No sidewalks on Blake Road and NH Route 25.

Pedestrian crossing devices present and utilized: None

Number and position of bus/student patrollers: None

Sight distances of school crossings to road curves and bus zones: Not assessed.

Number and position of adult crossing guards: None

Placement of school crossings in relation to driveways and bus loading zones

- ❑ One across Blake Road (no crosswalk).

Timing of traffic lights: None

On-street signs: Not assessed.

C. Non-Traffic Related Items

Types of buildings around school:

- ❑ Residential, scholastic and public/commercial

Location of other public spaces near school

- | | |
|---|-----------|
| ❑ The Loon Center and Markus Wildlife Sanctuary | 1.5 miles |
| ❑ Library | .52 miles |
| ❑ Moultonborough United Methodist church | .45 miles |
| ❑ Moultonborough Academy | .25 miles |
| ❑ Lions Club | 1.3 miles |

Field Assessment #2: Walkability/Bikeability Observations

Moultonborough's Safe Routes to School field assessment was completed by a group of volunteers and LRPC staff members. Field assessments were conducted on July 31 and August 2, 2009 by the following participants:

Walkability

Mike Lancor
Maud Anderson
Joanne Coppinger

Bikeability

Les Smith
Cassie Coons
Sara Fogarty
Jack Fogarty

LRPC Staff

Michael Izard
Adam Hlasny



Maud Anderson and Mike Lancor receive instruction from LRPC Staff Member Adam Hlasny

Participants met at Moultonborough Academy at 9:00 AM on July 31. Assignments were handed out, and two-person teams embarked to assess walking routes within one mile of the schools, and biking routes within a two-mile radius. For assessment purposes, a survey sheet from the National Highway Traffic Safety Administration (NHTSA) was completed for each road analyzed. Roads were scored on five criteria for a total of 30 points for both walking and biking, and scores were tabulated to arrive at the overall scores shown for each assignment. Participants also took photographs to show specific examples of positive or negative conditions on the roads. The volunteers listed above covered trunk routes (NH Routes 25 and 109, Sheridan Road, Blake Road), while LRPC surveyed other minor roads. A summary of both walkability and bikeability findings, along with scores and recommendations follows. In parentheses after each score are statements from NHTSA, based on the overall rating of the route.

Walkability Observations

Team 1 - Joanne Coppinger & Carolyn Nelson

NH Route 109 North/South

- Q1 Did you have room to walk?
-No sidewalks, paths, or shoulders
- Q2 Was it easy to cross streets?
-Needed striped crosswalks or traffic signals
- Q3 Did drivers behave well?
-Drivers drove too fast
- Q4 Was it easy to follow safety rules?
-No; no crosswalks or sidewalks
- Q5 Was your walk pleasant?
-No

Other Observations: Shoulders were non-existent on Sheridan Road. Fortunately, traffic volumes are low, so the road is not the most dangerous to walk; however, narrow lanes and lack of shoulders make this road a challenge should traffic become even moderate.

How does your neighborhood stack up?

13/30 *It needs a lot of work. You deserve better than that.*



NH Route 109 South typical (is in much better shape than NH Route 109 north)



NH Route 109 North at beginning (intersection with NH Route 25): Notice the shoulder is wide here. The shoulder disappears immediately after the intersection with Old Route 109.



Intersection of NH Route 109 and Old Route 109 (Note how shoulder diminishes to nothing)

Recommended Improvements

- ☐ Build sidewalks/shoulders
- ☐ Improve speed enforcement
- ☐ Add crosswalks

Team 2 - Mike Lancor & Maud Anderson

Blake Road, NH Route 25, Lee Rd, Lee's Mill Road, Moultonborough Academy Trails

- Q1 Did you have room to walk?
-Some problems: some poison ivy on shoulders
- Q2 Was it easy to cross streets?
-Crosswalks needed on NH Route 25 and across Blake Road. Signage needed
- Q3 Did drivers behave well?
-Yes- very little traffic on Blake Rd
- Q4 Was it easy to follow safety rules?
-No crosswalks; need one on NH Route 25 and Blake Road to Academy Drive
- Q5 Was your walk pleasant?
-Yes

How does your neighborhood stack up?

17/30 *Okay, but it needs work.*

Trails observed (see map and key on next page for reference points)

- Point G to Point C- Not usable for SRtS- wet spots, undergrowth heavy, goes through overgrown field
- Point C to Point F- Improvements needed: mow roadside near soccer field, improve trail (wood chips, etc.), some way of getting walkers on to Old Route 109 at Point F. The two bridges have been well-maintained.
- Point D to Point E- The snowmobile trail allows access to gas station, but isn't useful for SRtS
- Trail B Has potential for use with permission from Laconia Savings Bank. This is an unofficial trail students use to go to the village area.



Examples of shoulder types along roads

Recommended Improvements

- ❑ Improve signage
- ❑ Improve speed enforcement
- ❑ Eradicate poisonous plants on shoulder/trails

Existing Trail Network near Moultonborough Academy



Map Key:

- A= Junction of Blake Road and Academy Drive
- B= Trail end at Laconia Savings Bank
- C= Junction at soccer field and snow trail
- D= Snow trail junction
- E= Junction of snow trail and NH Route 25 at Foss Agency
- F= Junction of snow trail and Old NH Route 109
- G= Junction of snow trail and Blake Road

Team 3: Mike Izard & Adam Hlasny

Old Route 109

- Q1 Did you have room to walk?
-No shoulder/unpaved, blind corners
- Q2 Was it easy to cross streets?
-High volume of traffic on NH Route 25 & Old NH Route 109, limited sight distance
- Q3 Did drivers behave well?
-Cut over yellow lines
- Q4 Was it easy to follow safety rules?
-
- Q5 Was your walk pleasant?
-Yes

How does your neighborhood stack up?

14/30 *It needs a lot of work. You deserve better than that.*

Recommended Improvements

- ☐ Install sidewalks/shoulders
- ☐ Improve speed enforcement
- ☐ Improve sight distance at intersections

Bikeability Observations

Team 1 - Cassie Coons and Les Smith

NH Route 25 East & West

- Q1 Did you have a place to bicycle safely?
-No space for bicyclists to ride, heavy and/or fast-moving traffic, too many trucks or buses; overall very unsafe
-Large trucks coming too fast and passing too close
- Q2 How was the surface that you rode on?
-Potholes, cracked/broken pavement, debris, uneven surface, slippery surfaces
-Traffic going too fast- no shoulder, very poor surface
- Q3 How were the intersections you rode through?
-Had to wait too long to cross, too much traffic!
-Unsure where or how to ride through intersection
- Q4 Did drivers behave well?
-Drove too fast, passed too close; police car almost ran us off road, way too many big trucks
-Even police passed too close
- Q5 Was it easy for you to use your bike?
-Overall unsafe road for biking
-Hard to find a direct route I liked

How does your community rate?

7.5/30 *Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.*



Loose aggregate



Severe alligator cracking and poor drainage

Recommended Improvements

- ❑ Install 4' shoulders
- ❑ Improve surface conditions (potholes, edge cracking, etc.)
- ❑ Improve speed enforcement
- ❑ Improve sight distance at intersections

Team 2 - Sara & Jack Fogarty

Sheridan Rd, NH Route 25 (between Sheridan and Blake Roads), Blake Road, Lee's Mill Road

- Q1 Did you have a place to bicycle safely?
-No space for bicyclists to ride, heavy and/or fast-moving traffic, too many trucks or buses, no space for bicyclists on bridges, narrow shoulder/poor visibility on corners; NH Route 25 was scary for a 10-year old.
- Q2 How was the surface that you rode on?
-Potholes, cracked/broken pavement (especially on Lee's Mill Rd), debris
- Q3 How were the intersections you rode through?
-Had to wait too long to cross (NH Route 25 & Sheridan Rd) - traffic moves quickly at this intersection
- Q4 Did drivers behave well?
-Yes
- Q5 Was it easy for you to use your bike?
-Sheridan Rd gets steep at old Sheridan gardens

How does your community rate?

16/30 Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.



Poor sight distance and shoulder drop-off



A pothole along NH Route 25

Recommended Improvements

- ☐ Install shoulders (the wider the better)
- ☐ Improve surface conditions (potholes, edge cracking, etc.)
- ☐ Improve speed enforcement/Introduce traffic calming measure(s)
- ☐ Improve sight distance at intersections

Team 3 - Joanne Coppinger

NH Route 109 from Sandwich town line to NH Route 171

- Q1 Did you have a place to bicycle safely?
-No space for bicyclists to ride, bicycle lane or paved shoulder disappeared, heavy and/or fast-moving traffic; NH Route 109 South traffic heavier than North at 3:30 on a Sunday afternoon.
- Q2 How was the surface that you rode on?
-Cracked/broken pavement, uneven surface or gaps
- Q3 How were the intersections you rode through?
-Had to wait too long to cross (had to move approx. 100' west of intersection at old country store in order to cross
- Q4 Did drivers behave well?
-Drove too fast, passed me too close, harassed me
- Q5 Was it easy for you to use your bike?
-No

How does your community rate?

9.5/30 Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.



Typical shoulder on NH Route 109 north (This is a designated statewide bike route)

Recommended Improvements

- ☐ Install/improve shoulders
- ☐ Improve surface conditions (potholes, edge cracking, etc.)
- ☐ Improve speed enforcement
- ☐ Improve sight distance at intersections

Team 4 - Mike Izard & Adam Hlasny

Smaller branch roads (e.g. Evans Road, Paradise Drive, Ossipee Mountain Road, Fox Hollow Road, Lee Road)

- Q1 Did you have a place to bicycle safely?
-No space for bicyclists to ride, bicycle lane or paved shoulder disappeared; roads are generally very narrow and shoulders are tiny or nonexistent. Drainage is poor in many areas as well.
- Q2 How was the surface that you rode on?
-Cracked/broken pavement, uneven surface or gaps, debris. Surfaces are generally fair, but poor surfaces also exist, with drainage a major problem in some areas, such as Paradise Dr.
- Q3 How were the intersections you rode through?
-Had to wait too long to cross, couldn't see crossing traffic; where these roads intersect with NH Route 25 or NH Route 109, there is often an extremely dangerous intersection with vehicles moving very fast, and sometimes coming around a blind corner. Marvin Road is an example of how attempting to cross is extremely hazardous.
- Q4 Did drivers behave well?
-In general, lack of traffic was a saving feature of roads. If/when traffic increases, many of the roads observed will become very dangerous due to lack of shoulder, poor visibility, etc.
- Q5 Was it easy for you to use your bike?
-Width of road, as mentioned before, was problematic; in many cases, road markings were poor or nonexistent, and topography presents some challenges to those cyclists not in top physical shape.

How does your community rate?

14/30 Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.

Recommended Improvements

- ☐ Install shoulders (the wider the better)
- ☐ Improve surface conditions (potholes, edge cracking, etc.) and drainage
- ☐ Improve road markings (stop bars, fog lines, etc.)
- ☐ Improve speed enforcement
- ☐ Improve sight distance at intersections



Obscured sign on Fox Hollow Road



Poor drainage on Paradise Drive



Two examples of well-placed, well-maintained signage.

Walkability Summary

In general, the roads within one mile of Moultonborough Academy were seen as unfriendly for pedestrians. There were some positive aspects: drivers generally behaved appropriately, and many roads had little traffic and therefore were pleasant to walk. However, there was a lack of crosswalks, sidewalks, and in many cases, shoulders. The main trunk routes of NH Route 25 and NH Route 109 were seen as dangerous, as crosswalks were nonexistent, traffic volumes are moderate to high, and traffic speeds can be fast. Lack of signage to assist pedestrians was also noted as an issue. Vegetation was mentioned as a minor problem in some areas.

Recommendations

Addition of crosswalks, sidewalks, shoulders, and signage are seen as high priorities on many of the roads surrounding the schools. Driver behavior, especially ignoring posted speed limits, can be seen as another potential deterrent to walking to and from school in Moultonborough. A reduction of speed limit or increased enforcement of the existing speed limits could be helpful as well.

Bikeability Summary

Observations from bicycling within a two-mile radius of Moultonborough Academy were almost entirely negative. Several field survey participants said that their rides were not only unpleasant, but also frightening. Identified problems included lack of shoulder pavement, heavy/fast traffic, too many large trucks, potholes, cracked/broken surfaces, difficult intersections, poor visibility, and inappropriate driver behavior. One participant performed this survey with her 10-year old son, and described the experience as "scary" for a child bicycling to school. One of the few positive observations was the lack of traffic on side roads, which made for a more peaceful ride.

Recommendations

Based on the observations from volunteers and LRPC staff, there is a need for major improvements in order to make bicycling a safe option to Moultonborough schools. Providing the physical space (in the form of shoulders) for bicyclists, especially on NH Route 25 and NH Route 109, would be of paramount importance. Maintaining existing trails to promote off-road walking/biking would also be a consideration. Pavement conditions must be remedied, and edge drop offs addressed. Speed of traffic must be monitored more closely on trunk roads, and visibility at key intersections improved.

Appendix E:

Parent and Student Survey Summaries Moultonborough Academy Moultonborough Central School

Parent Survey Summary Report for Moultonborough Academy (pages 1-11)

Student Travel Summary Report for Moultonborough Academy (pages 12-15)

Parent Survey Summary Report for Moultonborough Central School (pages 16-27)

Student Travel Summary Report for Moultonborough Central School (pages 28-31)



Parent Survey Summary Report:

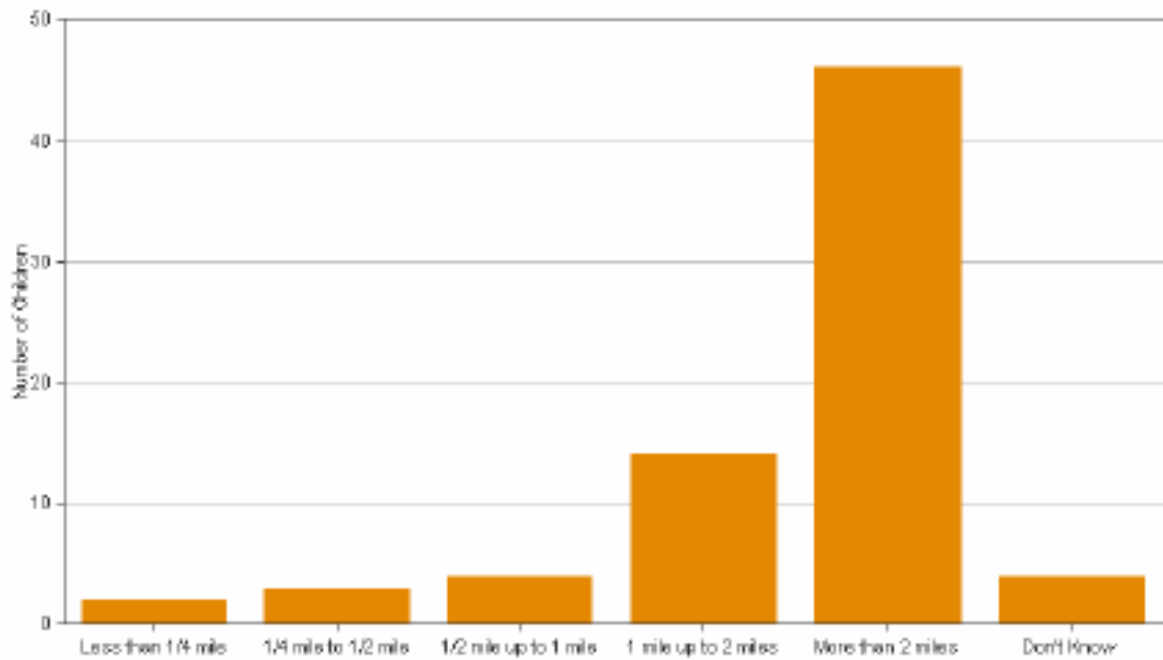
Process Summary Information:

Program Name:	Lakes Region Planning Commission	Survey Data Collected:	Spring2009
School Name:	Moultonborough Academy	Data Collection Phase:	mid (pre = Before program began mid = During program; post = After program ended)
Reported Enrollment:	350	Number of Surveys Distributed:	100
Date Report Generated:	06/08/2009	Number of Surveys in Report:	73

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Parent Survey Summary Report for Moultonborough Academy

Number of Children by Distance They Live From School:



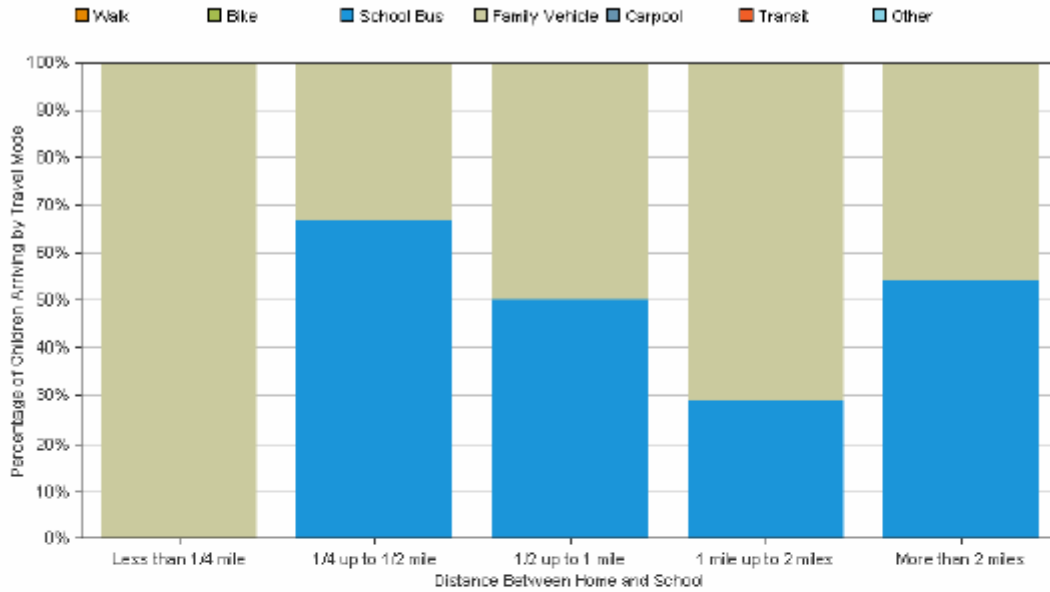
Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	2 (2.7%)
1/4 mile up to 1/2 mile	3 (4.1%)
1/2 mile up to 1 mile	4 (5.5%)
1 mile up to 2 miles	14 (19.2%)
More than 2 miles	46 (63.0%)
Don't know	4 (5.5%)
No response: 0	

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

Percentage of Children by Travel Mode to School and Distance Between Home and School:



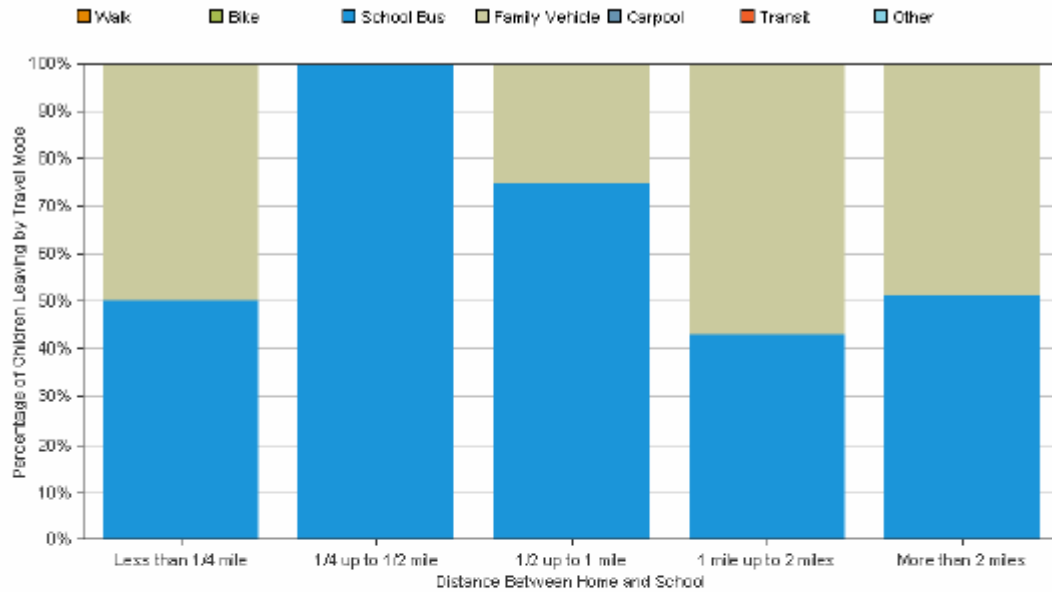
Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	0 (0%)	2 (2.7%)	2 (2.7%)	4 (5.5%)	25 (34.2%)	34 (46.5%)
Family Vehicle	2 (2.7%)	1 (1.4%)	2 (2.7%)	10 (13.7%)	21 (28.8%)	39 (53.4%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	2 (2.7%)	3 (4.1%)	4 (5.4%)	14 (19.2%)	46 (63%)	
<i>No Response: 0</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	1 (1.4%)	3 (4.2%)	3 (4.2%)	6 (8.3%)	23 (31.9%)	37 (51.4%)
Family Vehicle	1 (1.4%)	0 (0%)	1 (1.4%)	8 (11.1%)	22 (30.6%)	35 (48.7%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	2 (2.8%)	3 (4.2%)	4 (5.6%)	14 (19.4%)	45 (62.5%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

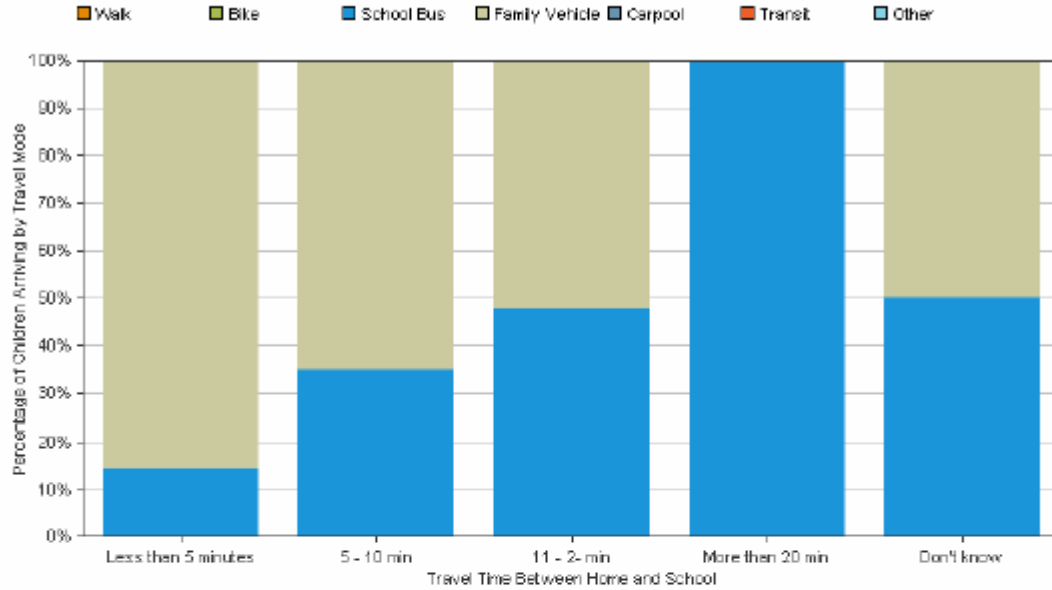
Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	2 (2.7%)	8 (11.0%)	10 (13.7%)	13 (17.8%)	1 (1.4%)	34 (46.6%)
Family Vehicle	12 (16.4%)	15 (20.5%)	11 (15.1%)	0 (0%)	1 (1.4%)	39 (53.4%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	14 (19.1%)	23 (31.5%)	21 (28.8%)	13 (17.8%)	2 (2.8%)	
<i>No Response: 0</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

Percentage of Children by Travel Time to School and School Arrival Travel Mode:



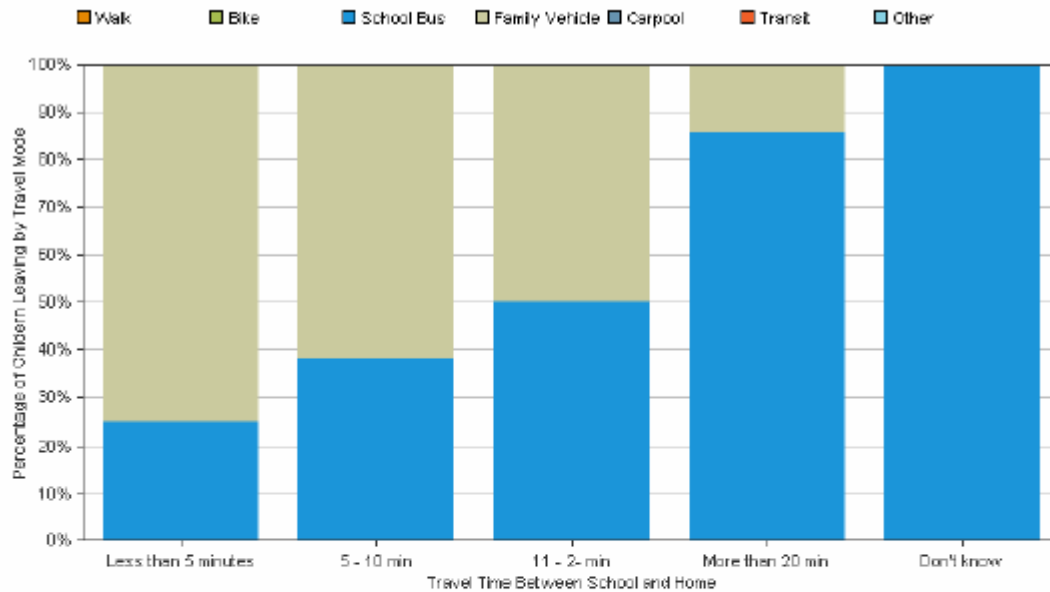
Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	3 (4.2%)	8 (11.1%)	11 (15.3%)	12 (16.7%)	3 (4.2%)	37 (51.5%)
Family Vehicle	9 (12.5%)	13 (18.1%)	11 (15.3%)	2 (2.8%)	0 (0%)	35 (48.7%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	12 (16.7%)	21 (29.2%)	22 (30.6%)	14 (19.5%)	3 (4.2%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	1 (1.4%)	1 (1.4%)
1/4 mile up to 1/2 mile	2 (2.9%)	1 (1.4%)
1/2 mile up to 1 mile	3 (4.3%)	1 (1.4%)
1 mile up to 2 miles	6 (8.6%)	7 (10.0%)
More than 2 miles	7 (10.0%)	38 (54.3%)
<i>No Response: 3</i>		

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
3rd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
4th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.5%)
5th Grade	0 (0%)	0 (0%)	1 (1.5%)	0 (0%)	2 (3.0%)
6th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (6.0%)
7th Grade	2 (3.0%)	0 (0%)	2 (3.0%)	5 (7.5%)	5 (7.5%)
8th Grade	0 (0%)	1 (1.5%)	0 (0%)	1 (1.5%)	5 (7.5%)
Not at any Grade	0 (0%)	0 (0%)	0 (0%)	6 (9.0%)	25 (37.3%)

No Response: 6

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	0 (0.0%)	41 (56.9%)
Convenience of driving	1 (100.0%)	6 (8.3%)
Time	0 (0.0%)	19 (26.4%)
Before/after-school activities	1 (100.0%)	11 (15.3%)
Traffic speed along route to school	1 (100.0%)	46 (63.9%)
Traffic volume along route	1 (100.0%)	47 (65.3%)
Adults to walk/bike with	0 (0.0%)	8 (11.1%)
Sidewalks or pathways	0 (0.0%)	33 (45.8%)
Safety of intersections & crossings	1 (100.0%)	22 (30.6%)
Crossing guards	0 (0.0%)	8 (11.1%)
Violence or crime	1 (100.0%)	27 (37.5%)
Weather or climate	1 (100.0%)	27 (37.5%)
Number of Respondents Per Category	1	72

No Response: 0

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	33 (45.8%)	20 (27.8%)	7 (9.7%)
Convenience of driving	5 (6.9%)	20 (27.8%)	5 (6.9%)
Time	15 (20.8%)	20 (27.8%)	7 (9.7%)
Before/after-school activities	12 (16.7%)	19 (26.4%)	7 (9.7%)
Traffic speed along route to school	32 (44.4%)	24 (33.3%)	12 (16.7%)
Traffic volume along route	31 (43.1%)	25 (34.7%)	9 (12.5%)
Adults to walk/bike with	9 (12.5%)	19 (26.4%)	6 (8.3%)
Sidewalks or pathways	36 (50.0%)	13 (18.1%)	5 (6.9%)
Safety of intersections & crossings	21 (29.2%)	15 (20.8%)	4 (5.6%)
Crossing guards	9 (12.5%)	18 (25.0%)	6 (8.3%)
Violence or crime	6 (8.3%)	22 (30.6%)	8 (11.1%)
Weather or climate	16 (22.2%)	25 (34.7%)	11 (15.3%)
Number of Respondents That Selected at Least 1 Issue: 72			
No Response: 0			

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Academy

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	1 (1.5%)	9 (13.2%)	54 (79.4%)	2 (2.9%)	2 (2.9%)
<i>No Response: 5</i>					

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	7 (11.3%)	13 (21.0%)	31 (50.0%)	6 (9.7%)	5 (8.1%)
<i>No Response: 11</i>					

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	26 (40.0%)	2 (3.1%)	13 (20.0%)	2 (3.1%)	3 (4.8%)
<i>No Response: 8</i>					

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Moultonborough Academy

SurveyID	Comment
1412772	we are still waiting to see the crosswalks be put in on rt 25 from arties old country store. This town can afford million dollar buildings but cant afford a gallon of paint for crossalks for our kids to walk to the library or the rec center. i find this very sad.
1412775	my greatest concern is the lack of a safe bike path
1412778	moultonborough does not have safe walking areas on rte 25
1412784	crime and traffic prevent me from allowing my child the most
1412787	i have wanted a path for a long time! thank you,
1412797	our kids will occasionally walk or bike to school but only with thier father in tow
1412808	we need sidewalks
1412890	live four miles from school our kids would ride if a path were created from playground to MA
1412901	
1412904	sidewalk plow will be needed
1412907	if we had a walking path or sidewalk along rte 25 and a reduced speed limit we would have no problem
1412911	my other kids answers would be different jon cant has issues wont allow him
1412952	route 109 is very hazardous this is where the bike trail should have been constructed this is the route all the bike racers take.
1412979	some type of sidewalks are needed and crossing guards.
1412994	a lot of answers do not apply to our rural location.
1413032	these issues do not really pertain to moultonborough!
1413040	distance is the main reason our kids don't bike it's too far.

End of Report

Student Travel Summary Report for Moultonborough Academy

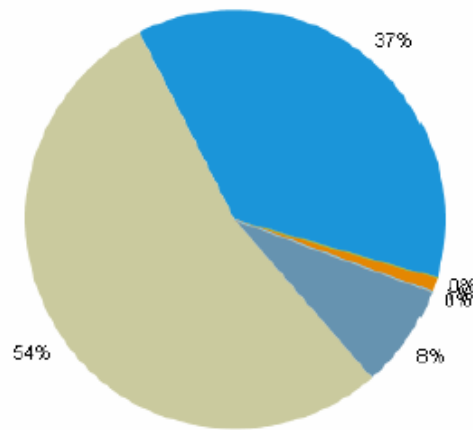
Student Travel Summary

Program Name:	Lakes Region Planning Commission	Season Collected:	Spring2009
School Name:	Moultonborough Academy	Data Type (Pre/Mid/Post):	mid
		Reported School Enrollment:	350
		Number Classrooms:	0
		Number of Tallies Reported:	6

Student Travel Summary Report for Moultonborough Academy

Students Traveling by Each Mode (across all reported days)

■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other

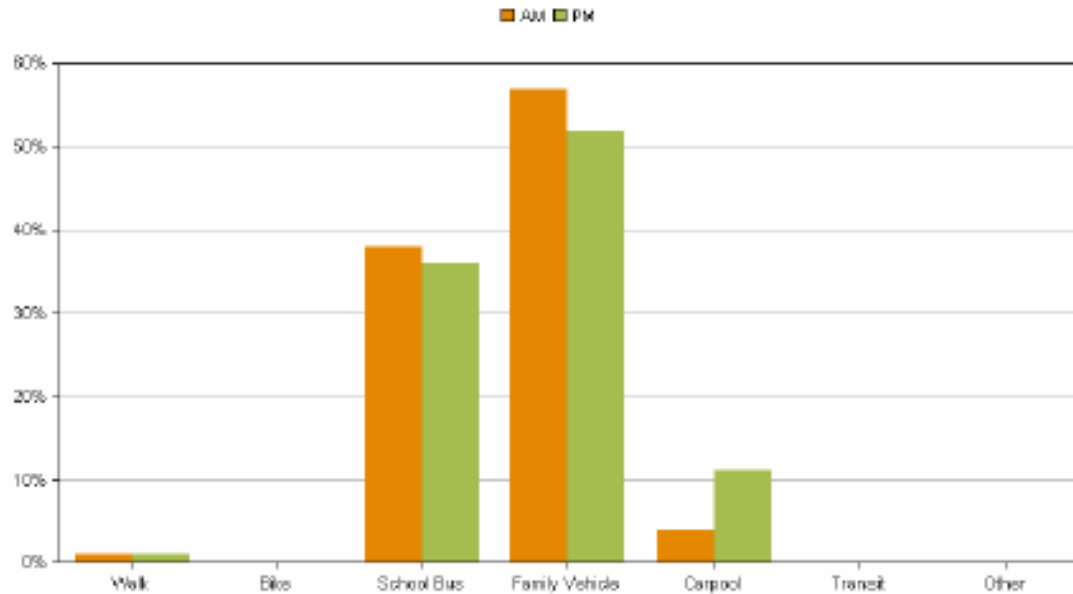


	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	0.8	0.3	34.0	50.3	7.0	0.0	0.0
Percent	0.9%	0.4%	36.8%	54.4%	7.6%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: 92.5

Student Travel Summary Report for Moultonborough Academy

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1.1%	0.4%	37.9%	56.8%	3.9%	0.0%	0.0%
Afternoon	0.7%	0.4%	35.6%	52.0%	11.3%	0.0%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	83	1	0	29	50	3	0	0
Tues PM	83	2	0	27	44	10	0	0
Wed AM	101	1	1	42	55	2	0	0
Wed PM	95	0	1	33	47	14	0	0
Thur AM	96	1	0	35	54	6	0	0
Thur PM	97	0	0	38	52	7	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	13.8	0.2	0.0	4.8	8.3	0.5	0.0	0.0
Tues PM	13.8	0.3	0.0	4.5	7.3	1.7	0.0	0.0

Student Travel Summary Report for Moultonborough Academy

Wed AM	16.8	0.2	0.2	7.0	9.2	0.3	0.0	0.0
Wed PM	15.8	0.0	0.2	5.5	7.8	2.3	0.0	0.0
Thur AM	16.0	0.2	0.0	5.8	9.0	1.0	0.0	0.0
Thur PM	16.2	0.0	0.0	6.3	8.7	1.2	0.0	0.0

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	83	1.2%	0.0%	34.9%	60.2%	3.6%	0.0%	0.0%
Tues PM	83	2.4%	0.0%	32.5%	53.0%	12.0%	0.0%	0.0%
Wed AM	101	1.0%	1.0%	41.6%	54.5%	2.0%	0.0%	0.0%
Wed PM	95	0.0%	1.1%	34.7%	49.5%	14.7%	0.0%	0.0%
Thur AM	96	1.0%	0.0%	36.5%	56.3%	6.3%	0.0%	0.0%
Thur PM	97	0.0%	0.0%	39.2%	53.6%	7.2%	0.0%	0.0%

End of Report

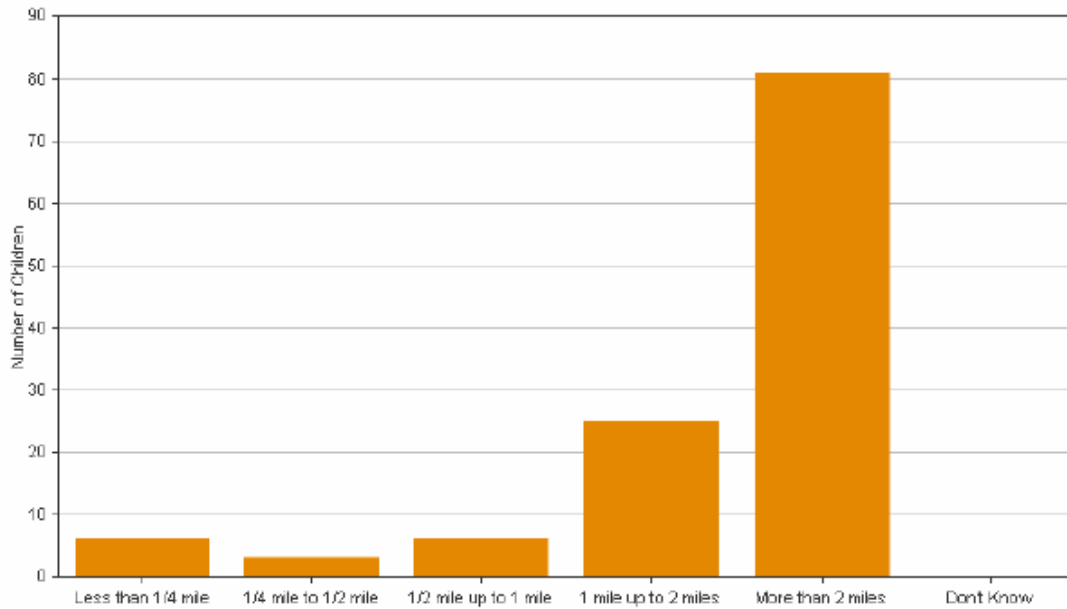
Parent Survey Summary Report:

Process Summary Information:

Program Name:	Lakes Region Planning Commission	Survey Data Collected:	Spring2009
School Name:	Moultonborough Central School	Data Collection Phase:	mid (pre = Before program began mid = During program; post = After program ended)
Reported Enrollment:	320	Number of Surveys Distributed:	340
Date Report Generated:	06/08/2009	Number of Surveys in Report:	122

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Number of Children by Distance They Live From School:



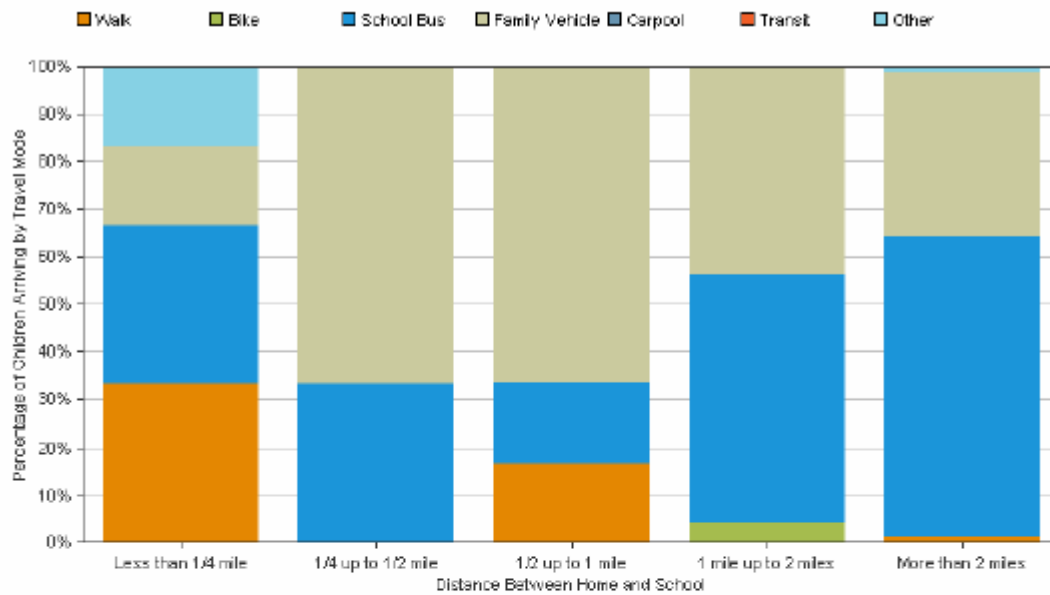
Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	6 (5.0%)
1/4 mile up to 1/2 mile	3 (2.5%)
1/2 mile up to 1 mile	6 (5.0%)
1 mile up to 2 miles	25 (20.7%)
More than 2 miles	81 (66.9%)
Don't know	0 (0%)
No response: 1	

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

Percentage of Children by Travel Mode to School and Distance Between Home and School:



Number of Children by Travel Mode to School and Distance Between Home and School:

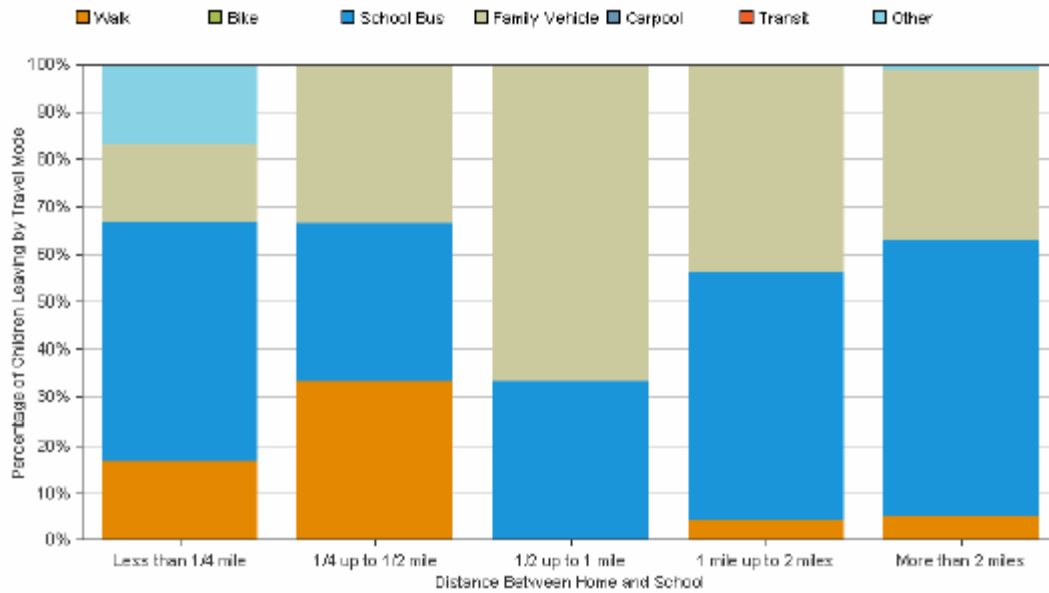
Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	2 (1.7%)	0 (0%)	1 (0.8%)	0 (0%)	1 (0.8%)	4 (3.3%)
Bike	0 (0%)	0 (0%)	0 (0%)	1 (0.8%)	0 (0%)	1 (0.8%)
School Bus	2 (1.7%)	1 (0.8%)	1 (0.8%)	13 (10.7%)	51 (42.1%)	68 (56.1%)
Family Vehicle	1 (0.8%)	2 (1.7%)	4 (3.3%)	11 (9.1%)	28 (23.1%)	46 (38%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	1 (0.8%)	0 (0%)	0 (0%)	0 (0%)	1 (0.8%)	2 (1.6%)
Column Totals by Distance	6 (5%)	3 (2.5%)	6 (4.9%)	25 (20.6%)	81 (66.8%)	

No Response: 1

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	1 (0.8%)	1 (0.8%)	0 (0%)	1 (0.8%)	4 (3.3%)	7 (5.7%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	3 (2.5%)	1 (0.8%)	2 (1.7%)	13 (10.7%)	47 (38.8%)	66 (54.5%)
Family Vehicle	1 (0.8%)	1 (0.8%)	4 (3.3%)	11 (9.1%)	29 (24.0%)	46 (38%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	1 (0.8%)	0 (0%)	0 (0%)	0 (0%)	1 (0.8%)	2 (1.6%)
Column Totals by Distance	6 (4.9%)	3 (2.4%)	6 (5%)	25 (20.6%)	81 (66.9%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

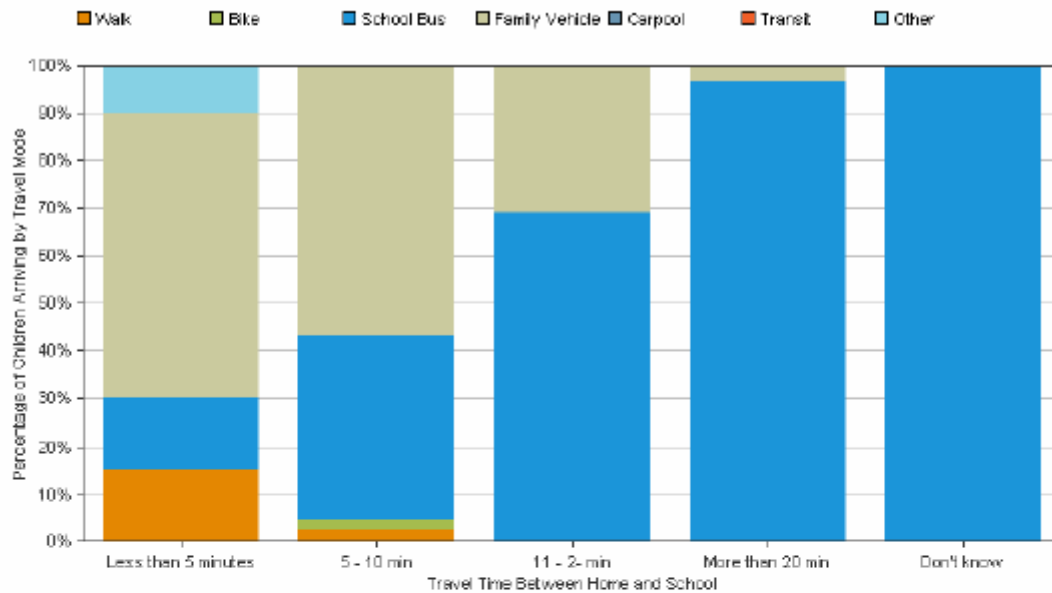
Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	3 (2.5%)	1 (0.8%)	0 (0%)	0 (0%)	0 (0%)	4 (3.3%)
Bike	0 (0%)	1 (0.8%)	0 (0%)	0 (0%)	0 (0%)	1 (0.8%)
School Bus	3 (2.5%)	17 (14.0%)	18 (14.9%)	29 (24.0%)	1 (0.8%)	68 (56.2%)
Family Vehicle	12 (9.9%)	25 (20.7%)	8 (6.6%)	1 (0.8%)	0 (0%)	46 (38%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	2 (1.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (1.7%)
Column Totals by Time	20 (16.6%)	44 (36.3%)	26 (21.5%)	30 (24.8%)	1 (0.8%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

Percentage of Children by Travel Time to School and School Arrival Travel Mode:



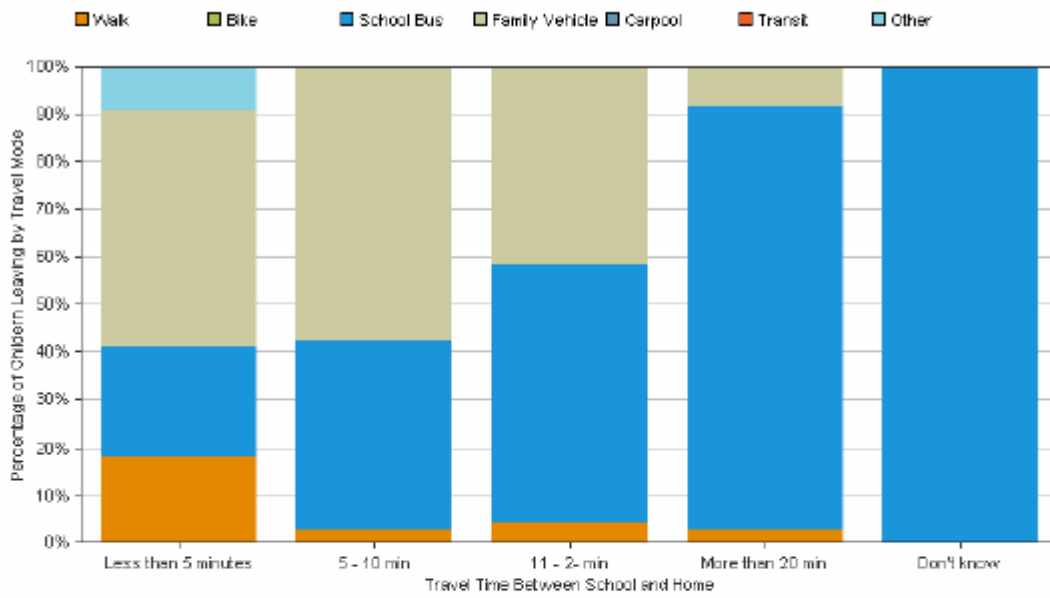
Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	4 (3.3%)	1 (0.8%)	1 (0.8%)	1 (0.8%)	0 (0%)	7 (5.7%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	5 (4.1%)	15 (12.4%)	13 (10.7%)	32 (26.4%)	1 (0.8%)	66 (54.4%)
Family Vehicle	11 (9.1%)	22 (18.2%)	10 (8.3%)	3 (2.5%)	0 (0%)	46 (38.1%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	2 (1.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (1.7%)
Column Totals by Time	22 (18.2%)	38 (31.4%)	24 (19.8%)	36 (29.7%)	1 (0.8%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	4 (3.4%)	2 (1.7%)
1/4 mile up to 1/2 mile	2 (1.7%)	1 (0.9%)
1/2 mile up to 1 mile	2 (1.7%)	4 (3.4%)
1 mile up to 2 miles	8 (6.8%)	17 (14.5%)
More than 2 miles	9 (7.7%)	68 (58.1%)
<i>No Response: 5</i>		

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
3rd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
4th Grade	0 (0%)	0 (0%)	2 (1.7%)	1 (0.9%)	2 (1.7%)
5th Grade	5 (4.3%)	0 (0%)	0 (0%)	1 (0.9%)	2 (1.7%)
6th Grade	0 (0%)	1 (0.9%)	0 (0%)	3 (2.6%)	3 (2.6%)
7th Grade	1 (0.9%)	0 (0%)	1 (0.9%)	3 (2.6%)	7 (6.1%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	1 (0.9%)	7 (6.1%)
Not at any Grade	0 (0%)	2 (1.7%)	3 (2.6%)	14 (12.2%)	55 (47.8%)
No Response: 7					

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	0 (0.0%)	82 (67.8%)
Convenience of driving	0 (0.0%)	2 (1.7%)
Time	0 (0.0%)	26 (21.5%)
Before/after-school activities	0 (0.0%)	19 (15.7%)
Traffic speed along route to school	0 (0.0%)	88 (72.7%)
Traffic volume along route	0 (0.0%)	84 (69.4%)
Adults to walk/bike with	0 (0.0%)	21 (17.4%)
Sidewalks or pathways	0 (0.0%)	71 (58.7%)
Safety of intersections & crossings	0 (0.0%)	51 (42.1%)
Crossing guards	0 (0.0%)	22 (18.2%)
Violence or crime	0 (0.0%)	37 (30.6%)
Weather or climate	0 (0.0%)	38 (31.4%)
Number of Respondents Per Category	1	121
No Response: 0		

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	40 (33.1%)	44 (36.4%)	18 (14.9%)
Convenience of driving	3 (2.5%)	13 (10.7%)	2 (1.7%)
Time	13 (10.7%)	21 (17.4%)	7 (5.8%)
Before/after-school activities	11 (9.1%)	20 (16.5%)	6 (5.0%)
Traffic speed along route to school	53 (43.8%)	38 (31.4%)	19 (15.7%)
Traffic volume along route	46 (38.0%)	40 (33.1%)	20 (16.5%)
Adults to walk/bike with	19 (15.7%)	17 (14.0%)	9 (7.4%)
Sidewalks or pathways	53 (43.8%)	21 (17.4%)	11 (9.1%)
Safety of intersections & crossings	40 (33.1%)	17 (14.0%)	6 (5.0%)
Crossing guards	24 (19.8%)	11 (9.1%)	4 (3.3%)
Violence or crime	12 (9.9%)	23 (19.0%)	10 (8.3%)
Weather or climate	18 (14.9%)	28 (23.1%)	9 (7.4%)
Number of Respondents That Selected at Least 1 Issue: 121			
No Response: 0			

(Percentages may not total 100% due to rounding.)

Parent Survey Summary Report for Moultonborough Central School

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	0 (0%)	8 (7.0%)	100 (87.0%)	3 (2.6%)	4 (3.5%)
<i>No Response: 7</i>					

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	15 (14.3%)	38 (36.2%)	51 (48.6%)	1 (1.0%)	0 (0%)
<i>No Response: 17</i>					

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	56 (53.3%)	2 (1.9%)	10 (9.5%)	2 (1.9%)	5 (4.8%)
<i>No Response: 17</i>					

Parent Survey Summary Report for Moultonborough Central School

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Moultonborough Central School

SurveyID	Comment
1409307	Walk or bike later too young at present
1409316	too young to see himself off to school and too young to be alone
1409317	girls are too young and there is far too much traffic
1409322	we live in the woods to far to bike or ride
1409324	until sidewalks are build it is not safe enough for kids on rte 25
1409335	we live about two miles from our kids school and its just too far to ride or bike
1409343	I would allow if sidewalks were oput in rt 25 is way to busy for children riding on the side of the road. we live over two miles but i would allow it if he had a friedn and sidewalks and paths
1409366	i am very nervous person and worry about crime against kids i use to walk and bike to school as a child ...i wish it ws a safer world today like it was back then
1409369	distance is the biggest factor but the roads are not built with bike traffic in mind
1409377	we live too far away to have biking to school a viable option
1409382	width of rte 25 is not safe for a walker or biker
1409389	i own imaginations across the street 903 whittier hwy we cross several times a day and would love to see a cross and sidewalk!
1409395	if we lived closer within walking distance and biking distance i would be all for biking/walking to school if there were better sidewalks for the children to walk/ride on
1409413	we live more than 10 milesfrom school with two major rad ways to travel
1409418	we live too far away to bike/walk but would bike/walk if closer in distance
1409420	i would walk with my child to school if there were sidewalks
1409424	we live on whittier hwy and feel its a dangerous road for our children to walk/bike unattended
1409426	if this is about getting sidewalks it is a great idea nd safety!
1412609	If my child had normal lungs then i wouldn't have a problem at 6th grade
1412617	sidewalks would be nice to have in town
1412626	we live over 6 miles from school walking and bikeing is not an option
1412641	live too far bus on rt 25 i need to drive to bus stop
1412652	im looking forward to the improvements
1412655	corsswalks and sidewalks are my maion priority assign older kids as crossing guards with reflective vests.
1412662	bussing is only viable option from our location.

Parent Survey Summary Report for Moultonborough Central School

1412672	would love if it felt safe bike route were available
1412677	i would like to see a sidewalk from the school to the library to make it easier for the students walking after school to the rec center or library.
1412678	i would encourage both of my kids to walk if we had sidewalks in town. everyone would benefit from sidewalks that span the downtown main st.
1412681	safety along rte 25 and crossing rte 25 is primary concern
1412687	no sidewalks too much traffic they like to go to the rec center after school or library
1412689	they like to walk to rec center or library after school but there is no sidewalks
1412696	sidewalks and guardrails one mile each side of school even more police presence
1412707	bike trails are great idea but should not be primarily funded through school board grants or acquisitions it should be an entire town county state project
1412718	sidewalks are needed for after school activities
1412726	terrible misleading survey my child walks to imaginations after school
1412731	difficult to answer as we live so far but to and from after school activities answers apply
1412740	we ride our bikes as a family my 6th grader rides with an adult we need bike paths and or bigger shoulders on our roads
1412753	need sidewalks on rt 25 and rt 109
1412754	our children do sometimes bike or ride to school but only if their father is able to go with them
1412761	what difference does it make how much school I have had?
1412766	there are no sidewalks or crosswalks near our school

End of Report

Student Travel Summary Report for Moultonborough Central School

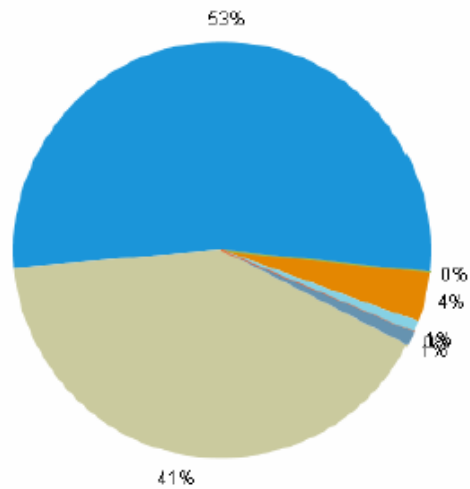
Student Travel Summary

Program Name:	Lakes Region Planning Commission	Season Collected:	Spring2009
School Name:	Moultonborough Central School	Data Type (Pre/Mid/Post):	mid
		Reported School Enrollment:	320
		Number Classrooms:	19
		Number of Tallies Reported:	19

Student Travel Summary Report for Moultonborough Central School

Students Traveling by Each Mode (across all reported days)

Walk Bike School Bus Family Vehicle Carpool Transit Other

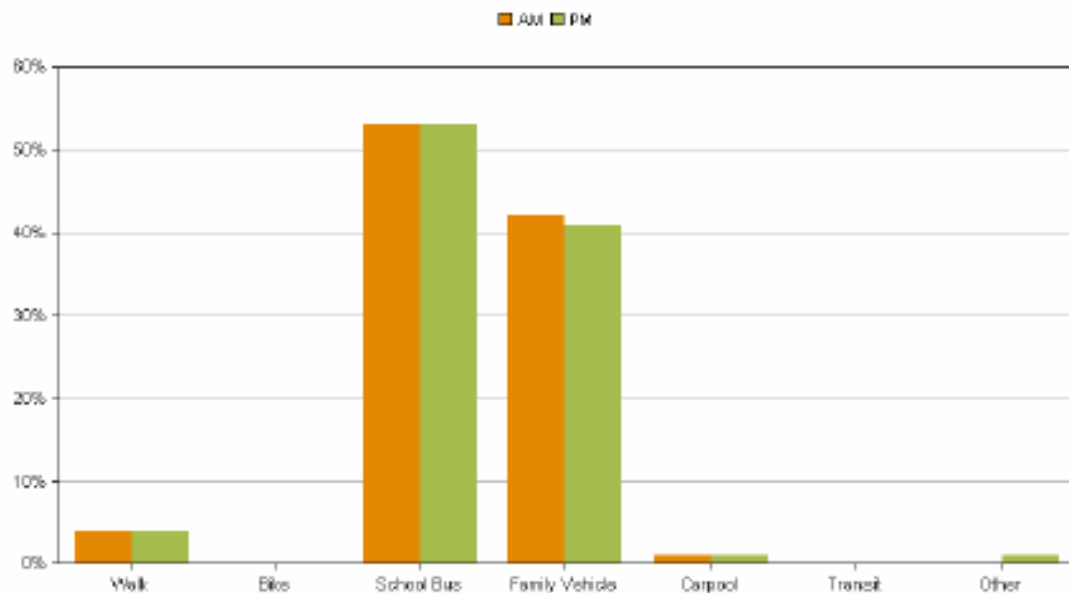


	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	8.7	0.2	118.2	91.7	3.0	0.0	1.2
Percent	3.9%	0.1%	53.0%	41.1%	1.3%	0.0%	0.5%

Average number of students per day responding to in-class tally counts: **222.8**

Student Travel Summary Report for Moultonborough Central School

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3.7%	0.0%	53.0%	41.6%	1.4%	0.0%	0.3%
Afternoon	4.1%	0.2%	53.0%	40.7%	1.3%	0.0%	0.8%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	273	13	0	141	117	2	0	0
Tues PM	251	12	0	137	92	7	0	3
Wed AM	248	10	0	137	95	4	0	2
Wed PM	213	10	1	109	91	0	0	2
Thur AM	184	3	0	96	81	4	0	0
Thur PM	168	4	0	89	74	1	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	14.4	0.7	0.0	7.4	6.2	0.1	0.0	0.0
Tues PM	13.2	0.6	0.0	7.2	4.8	0.4	0.0	0.2

Student Travel Summary Report for Moultonborough Central School

Wed AM	13.1	0.5	0.0	7.2	5.0	0.2	0.0	0.1
Wed PM	11.2	0.5	0.1	5.7	4.8	0.0	0.0	0.1
Thur AM	9.7	0.2	0.0	5.1	4.3	0.2	0.0	0.0
Thur PM	8.8	0.2	0.0	4.7	3.9	0.1	0.0	0.0

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	273	4.8%	0.0%	51.6%	42.9%	0.7%	0.0%	0.0%
Tues PM	251	4.8%	0.0%	54.6%	36.7%	2.8%	0.0%	1.2%
Wed AM	248	4.0%	0.0%	55.2%	38.3%	1.6%	0.0%	0.8%
Wed PM	213	4.7%	0.5%	51.2%	42.7%	0.0%	0.0%	0.9%
Thur AM	184	1.6%	0.0%	52.2%	44.0%	2.2%	0.0%	0.0%
Thur PM	168	2.4%	0.0%	53.0%	44.0%	0.6%	0.0%	0.0%

End of Report

Appendix F:

Moultonborough Master Plan References - Related to Safe Routes to Schools Initiative



HISTORICAL AND CULTURAL RESOURCES, COMMUNITY CHARACTER & APPEARANCE

VISION: *The Town of Moultonborough will pursue appropriate and effective policies and regulatory controls to protect the Town’s scenic beauty and rural character; to enhance its pleasing and desirable appearance as a small New England village; and to preserve its many significant historical, cultural, and natural resources.*

Overall Action Items:

1. Integrate Preservation Goals into Planning.

Establish a Heritage Commission to make preservation part of the planning process and to promote community education regarding significant historical, cultural, and natural resources. Develop a Historical Resources Inventory and Map and promote existing preservation mechanisms for historic and agricultural buildings and sites.

2. Protect and Preserve Moultonborough’s Rural Character.

Adopt regulatory planning tools to protect historical and cultural sites throughout the town. Establish a Demolition Review Ordinance; adopt Architectural Design Standards (with drawings) for commercial buildings and sites; and adopt RSA 79-E for tax incentives toward rehabilitation and adaptive re-use of historic buildings.

3. Revitalize Moultonborough Village.

Identify and adopt the best mechanisms to encourage pedestrian activity and to achieve ongoing village improvements (Main Street Program or Locally Designated Historic District). Conduct feasibility studies to create a village common or green, and assess nonlinear village expansion with the construction of a loop road north of Route 25.

4. Protect and Preserve Moultonborough’s Scenic Beauty.

Adopt regulatory planning tools to preserve views and promote rural landscape protection throughout the town. Adopt a Steep Slopes Ordinance; establish and promote Scenic Roads and Stone Wall protection; promote Joint Conservation/Preservation easements.

5. Improve the Appearance of the Town.

Identify and adopt effective regulatory measures to improve the Town’s appearance with the objective of enhancing and preserving its desirable rural character and scenic beauty. Amend zoning of the Route 25 commercial corridor for the most appropriate uses; repeal Special Exception provisions for commercial uses in the Agricultural/Residential Zone; update the Sign Ordinance; encourage attractive development and streetscapes.

A more detailed list of goals and action items appears in Chapter 6, beginning on Page 49.

Goal #2: Enhance existing and create new pedestrian connections in and adjacent to the Village area.

Action Items:

1. Consolidate municipal parking area in the village.
2. Construct sidewalks on Route 25 in village, at least on the north side.
3. Construct a crosswalk at Blake Road to north side of Route 25 to connect schools to village.
4. Establish a pedestrian connection within the civic complex with a connection to commercial buildings in village.

Goal #3: Work with the NH DOT and the Lakes Region Planning Commission to ensure the safety and efficiency of Route 25 while allowing Route 25 to serve as Moultonborough's Main Street.

Action Items:

1. Develop a green space regulation to buffer commercial development and preserve rural character, with parking in the back or to the side of new buildings.
2. Continue to implement access management in conjunction with NH DOT.
3. Consider increasing minimum frontage on Route 25 outside of village to 500 feet.
4. Implement intersection improvements as identified in the LRPC 2008 NH Route 25 Corridor Study.
5. Improve pedestrian safety including village crossing, connection to trail network, and ties to housing.
6. Study the concept of the development of a village center road behind the commercial businesses on the north side of Route 25.
7. Explore the concept of village or neighborhood centers within Moultonborough with mixed use.

Goal #4: Maintain a local network of roads, sidewalks, and trails that meets the vehicular and non-vehicular needs of Moultonborough's residents and that does not conflict with the Town's place in the regional transportation system.

Action Items:

1. Implement connections or access roads between town and private roads to mitigate traffic congestion and reduce traffic on major state and local highways.
2. Reconsider the current standards that subdivision roads must meet in order to be accepted by the Town as Town roads.
3. Formalize a capital improvement plan including pavement management for town owned/maintained roads and bridges.
4. Review plowing policy on private roads and revise as appropriate to limit town expenditures and formalize any agreements on road maintenance between public/private responsibilities.
5. Develop an environmental management plan for deicing chemical use and storage. Coordinate with DOT and adjoining communities.
6. Develop appropriate zoning to accommodate the use of the airport while protecting sensitive resources and the existing adjacent land uses.
7. Designate specific town roads as scenic highways and develop regulations for their protection.
8. Establish a revolving fund to replace overhead utility lines with underground lines, with priority for scenic vista areas.

- b. Repeal Special Exception provisions for commercial uses in the Agricultural/Residential zone. Utilize Conditional Use Permits or Variances for any commercial uses in the Agricultural/Residential Zone.
- c. Explore a cluster/open space ordinance for future residential development.
- d. Establish a Demolition Review Ordinance.
- e. Replace the Village Zone with a Locally Designated Historic District.
- f. Provide for sign approvals to be granted by the Planning Board, rather than the Board of Selectmen.
- g. Adopt a Steep Slopes Ordinance to regulate development on Steep Slopes, Hillsides, and Ridgelines.

3. Revise Site Plan Regulations:

- a. Adopt architectural design standards (with drawings) to promote building and landscape design based on local and regional styles, materials, and practice ('traditional NE architecture').
- b. Complete review and update of the Sign Ordinance and include enforcement provisions (PB Sign Committee).
- c. Require nodal rather than linear commercial development outside the village and clustering of dwelling units along the length of major roads rather than narrow, deep individual lots.
- d. Require parking in rear or on the side of buildings.
- e. Reduce setbacks to bring buildings closer to road and require landscaped frontage.
- f. Encourage adaptive re-use of buildings, particularly historic buildings, rather than demolition or new construction (RSA 79-E).



Goal #2: Revitalize Moultonborough Village.

Identify and adopt the best mechanisms to achieve ongoing village improvement (Main Street Program, Locally Designated Historic District, Demolition Review Ordinance, RSA 79-E). Take immediate action to identify and act on measures to encourage pedestrian activity in the Village, which would have an immediate visible impact on revitalization and community character and appearance.

Action Items:

1. Short Term:

- a. Designate crosswalks across Route 25 in the village area to link the north and south sides of Whittier Highway/Route 25.
- b. Establish pedestrian routes in key locations to encourage foot traffic and to promote safe passage from schools to village, as well as within the village area; seek easement donations where required.

C. THE REGIONAL NETWORK

As mentioned previously, many of Moultonborough's traffic issues are the result of its location within the Lakes Region, its attractiveness as a vacation and second home destination, and that a major regional highway (NH Route 25) traverses it. The Lakes Region Planning Commission published a Transportation Plan for the region² that provides a great deal of detail on the regional transportation issues. This Plan warns against land use strategies that encourage sprawl-type patterns of development and which will further adversely impact the capacity of the roads and highways. The Study strongly encourages an approach that integrates land use planning and transportation concerns so as not to further overburden the existing transportation network.

In addition to the Transportation Plan, the LRPC prepared a specific corridor study for Route 25 through Center Harbor and Moultonborough. The focus of this study was an identification of existing conditions and safety concerns, which resulted in very specific recommendations for improvements in various segments of the highway. A build-out analysis was also generated for this study, which concluded that there is rather significant potential for development of residential and non-residential uses along and adjacent to Route 25 – again underscoring the importance of linking land use planning and transportation. Maps illustrating this information are included in Appendix H.

D. EXISTING LAND USE AND TRANSPORTATION ISSUES

Developments built on private roads have had the secondary and cumulative effect of creating additional pressure on the town and state highways with which the private roads connect. Moultonborough's development has continued to be scattered, leading to approximately 100 miles +/- of rural private roads. Congestion on Route 25 remains a major concern, as indicated by the Master Plan survey responses. The maintenance of the town roads accounts for a significant expenditure of the Town budget. The residents living on private roads generally use post office boxes rather than home mail delivery. This generates two trips a day for six days if residents get their mail daily. Private and town road mileage has increased since the 1991 Master Plan, but there have been no accompanying changes in the transportation system.

The pattern of scattered development has resulted in Moultonborough residents' dependence on automobiles. Recent trends show there are more requests for rides from organizations like the Community Caregivers, the Fifty Plus Club and church programs. According to data from the Community Caregivers, requests for services increased 67% between 2006 and 2007 – from 586

requests in 2006, to 981 requests in 2007. The forecasted demographics for

Moultonborough and the region indicate an aging population that will increase the need for transportation options. Route 25, Route 109, Moultonborough Neck and Bean Roads are major state highways in the Town. The Lakes Region Planning Commission studied the Route 25 corridor and issued a report in 2008. Access management was identified as a need along the Route 25 corridor for safety and capacity preservation⁴. This Master Plan supports the actions of the Select Board regarding Access Management Standards and the execution of a Memo of Understanding with the DOT to further assist the Town in dealing with issues along State Routes 25 and 109.

Several trails exist within Moultonborough, but a comprehensive inventory does not exist. On the highways, pedestrians and bicyclists use the shoulders where they exist.

Moultonborough has scenic vistas along the highways in town. Future enhancement or expansion of scenic vistas is an opportunity to preserve the community's rural character and sense of place. Within the village, the current speeds and traffic volumes on Route 25 discourage pedestrian movements. As the Route 25 corridor study concluded, driveways introduce conflicting traffic movements when mixed with through traffic.

E. CONCLUSIONS

Population growth, predicted increases in aging and retirement populations, and rising transportation costs represent challenges to residents' mobility. Transportation options are needed. There are recommendations in other sections of this plan that are important from a transportation perspective. A study to look at the potential to develop a village center, or multiple village/ neighborhood centers has positive transportation implications. This would encourage pedestrian activity, density to promote public transit, and reduction in travel on congested corridors.

Traffic congestion, especially summer congestion, makes traveling an issue, especially east-west. There are steps a town can take to help smooth traffic flow and mitigate traffic impacts on the complete highway system, even if the highways are not under town control. For example, developments on private roads can be designed to preserve/mitigate impacts to town road capacity, safety, and storm water systems. The effect of increasingly year-round traffic on road conditions needs to be evaluated as redevelopment proposals are considered.

In terms of transportation efficiency, smaller connections are preferable to larger connections (except for driveways where consolidated driveway access is generally preferred). This applies to street and pedestrian networks, connections between neighborhoods and connections between adjacent developments.

⁴ White paper, Rose Marie Philips, Transportation & Regional Concerns Meeting Minutes March 11, 2008.

VISION, GOALS AND ACTION ITEMS

VISION: *Moultonborough envisions a future that relies less on automobiles and more on intermodal forms of transportation that will reduce overall pressure on the regional highways and contribute to a healthier lifestyle.*

Goal #1: To continue to cooperate with appropriate local, county, regional, state and private entities to further the availability of public transportation.

Action Items:

1. Continue to work on the Carroll County Transit System.
2. Consult with Easter Seals regarding a regional Transportation Resource and Access Coordination Program that they have developed.
3. Work with Lakes Region Planning Commission on public transportation opportunities, including research on successful models from other communities.

Goal #2: Enhance existing and create new pedestrian connections in and adjacent to the Village areas.

Action Items:

1. Consolidate municipal parking area in the village.
2. Construct sidewalks on Route 25 in village, at least on the north side.
3. Construct a crosswalk from Blake Road to the north side of Route 25 to connect schools to village.
4. Establish a pedestrian connection within the civic complex with a connection to commercial buildings in village.



Goals #3: Work with the NH DOT and the Lakes Region Planning Commission to ensure the safety and efficiency of Route 25 while allowing Route 25 to serve as Moultonborough's Main Street.

Action Items:

1. Develop a green space regulation to buffer commercial development and preserve rural character, with parking in the back or the side.
2. Continue to implement access management in conjunction with NH DOT.
3. Consider increasing minimum frontage on Route 25 outside of village to 500 feet.
4. Implement intersection improvements as identified in the LRPC 2008 Route 25 Corridor Study.
5. Improve pedestrian safety including village crossing, connection to trail network and ties to housing.
6. Study the concept of the development of a village center road behind the commercial businesses on the north side of Route 25.
7. Explore the concept of village or neighborhood centers within Moultonborough with mixed use.

Goal #4: Maintain a local network of roads, sidewalks, and trails that meets the vehicular and non-vehicular needs of Moultonborough's residents that does not conflict with the Town's place in the regional transportation system.

Action Items:

1. Implement connections or access roads between town and private roads to mitigate traffic congestion and reduce traffic on major state and local highways.
2. Reconsider the current standards subdivision roads must meet in order to be accepted by the Town as Town roads.
3. Formalize a capital improvement plan including pavement management for town owned/maintained roads and bridges.
4. Review plowing policy on private roads and revise as appropriate to limit town expenditures and formalize any agreements on road maintenance between public/private responsibilities.
5. Develop an environmental management plan for deicing chemical use and storage. Coordinate with DOT and adjoining communities.
6. Develop appropriate zoning to accommodate the use of the airport while protecting sensitive resources and the existing adjacent land uses.

Appendix G:

Manual on Uniform Traffic Control Devices – Example of Expanded School Zone



2009 Edition Part 7 Figure 7B-3. Example of Signing for a Higher Fines School Zone with a School Speed Limit

Figure 7B-3. Example of Signing for a Higher Fines School Zone with a School Speed Limit

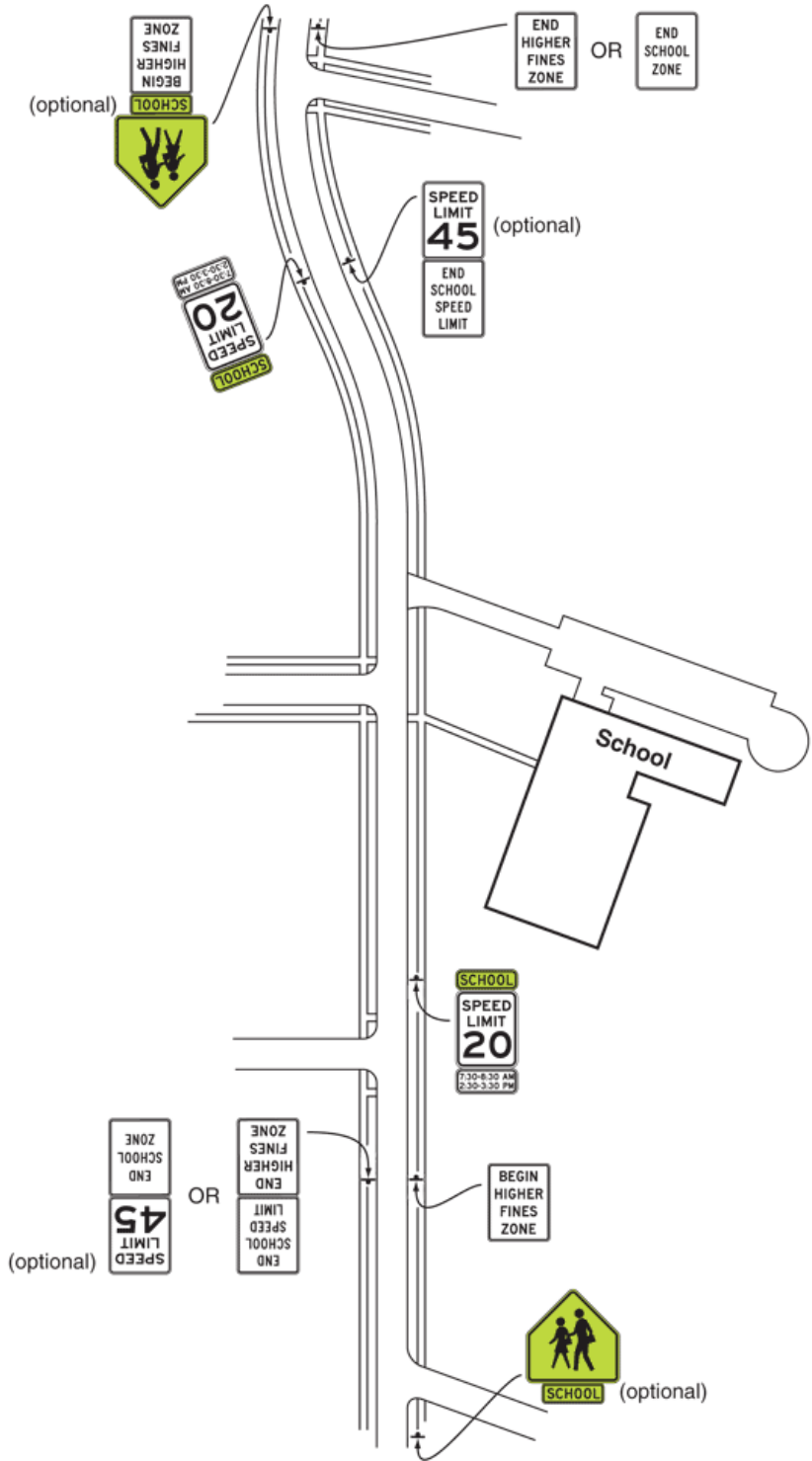


Figure 7B-3. Example of Signing for a Higher Fines School Zone with a School Speed Limit

This figure illustrates an example of signing for a higher fines school zone with a school speed limit.

A vertical roadway with two-way traffic is shown with one T-shaped intersection at each end of the roadway to the right and two in the middle section to the left.

At the bottom of the figure, a School Advance Crossing Assembly is shown to the right of the vertical roadway in advance of a T-shaped intersection on the right. An upward-pointing pentagon-shaped fluorescent yellow-green sign with a black border and black symbols of two left-facing children walking is shown above a horizontal rectangular fluorescent yellow-green plaque with a black border and the word "AHEAD" in black. To the right of this plaque, the word "OR" is shown and another plaque with the words "300 FT." To the right of this plaque, the word "OR" is shown and another plaque with the words "300 FEET" on two lines.

Just south of a T-shaped intersection to the left in the middle section of the roadway, a horizontal rectangle with black and white diagonal stripes, representing a crosswalk, is shown on the vertical roadway. A sign assembly is shown to the right of the roadway on each side of the crosswalk, facing oncoming traffic. The sign assembly is shown composed of an upward-pointing pentagon-shaped fluorescent yellow-green sign with a black border and black symbols of two left-facing children walking mounted above a horizontal rectangular fluorescent yellow-green plaque with a black border and diagonal black arrow pointing down and to the left. A sign assembly also is shown to the right of the horizontal roadway to the left of the vertical roadway in advance of the crosswalk. It is shown as the same upward-pointing pentagon-shaped fluorescent yellow-green sign with a black border and black symbols of two left-facing children walking but is mounted above a horizontal rectangular fluorescent yellow-green plaque with a black border and a right-angle black arrow pointing up and to the right.

At the top of the figure, a sign assembly is shown to the left of the vertical roadway, facing southbound traffic, in advance of a T-shaped intersection on the right of the figure. The sign assembly is composed of the same sign and plaques as at the bottom of the figure.

Appendix H:

New Hampshire Department of Transportation – Crosswalks Policy





Title: Marked Crosswalks

Page 1 of 1

Document #:PM-09

Revision #:

Date:

SUBJECT: Marked Crosswalks

1.0 PURPOSE: To provide guidance for the approval, installation, and maintenance of school and general use crosswalks on the State maintained highway system.

2.0 SCOPE: All state maintained highways

3.0 RESPONSIBILITIES:

4.0 REFERENCES:

RSA – 236:1, 236:2, 236:3, 265.69

MUTCD – 3B-18

OTHER – (ADA) 28CFR PART 35, & 36 APPENDIX A

5.0 RECORDS

6.0 PROCEDURE

6.1 GENERAL USE CROSSWALKS for MID-BLOCK / INTERSECTIONS

6.1.1 New crosswalks on state maintained roads will be considered by the Department upon receipt of a descriptive request from the local governing body. Direct said request to:

CROSSWALK REQUEST
NHDOT, Bureau of Traffic
P.O. Box 483, 220 Sheep Davis Road
Concord, NH 03302-0483

6.1.2 Maintenance of crosswalks will be the responsibility of the municipality, except at signalized intersections, where they are maintained by the State. Maintenance refers to a program of pavement marking maintenance in conformance with the MUTCD.

6.1.3 Access to crosswalk shall be maintained year round. For the purpose of this guideline, year round access is considered to refer to winter snow removal at approach to crosswalk location.

- 6.1.4 Crosswalks shall be in compliance with the standards established in the current edition of the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), and the current requirements for the AMERICANS WITH DISABILITIES ACT (ADA).
- 6.1.5 Crosswalks shall connect pedestrian facilities that are ADA compliant and be located in areas where the motorist will expect pedestrian traffic, typically at intersections.
- 6.1.6 Crosswalks shall only be allowed in areas where the posted speed limit is 35 MPH/ 55 KPH or less.
- 6.1.7 Mid-block Crosswalks shall have the following minimum stopping distance determined from the drivers eye at a height of 3 feet 6 inches to any part of proposed crosswalk.

SPEED	SIGHT DISTANCE
30 mph (50 kph)	200 feet (60 meters)
35 mph (55 kph)	250 feet (72 meters)

Additional sight distance may be required based on roadway geometry and/or traffic conditions.

- 6.1.8 Parking shall be prohibited within 20 feet of a crosswalk.
- 6.1.8 Approval may require the installation of warning signs. The Bureau of Traffic will determine appropriate signing. Subsequent sign maintenance will be the responsibility of the Department.

6.2 SCHOOL CROSSWALKS

- 6.2.1 Approval of school crosswalks will follow the same guidelines as the GENERAL USE CROSSWALKS, except where noted below.
- 6.2.2 Will be installed and maintained by the Department, unless otherwise noted, in accordance with the standards established in the current edition of the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), and the current requirements for the AMERICANS WITH DISABILITIES ACT (ADA).
- 6.2.3 The Department will establish the number and location of such marked crossings based on an engineering study.
- 6.2.4 Will only be installed at locations where the posted speed limit is 35-mph/55 kph or LESS. The posted speed limit means the established speed limit, not the SCHOOL ZONE SPEED LIMIT REDUCTION.
- 6.2.5 The Department will install and maintain appropriate advance warning and/or regulatory signing for these crosswalks.

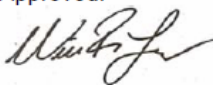
7.0 FORMS

8.0 Document Control

8.1 Revision #1

9/26/06 Revised to match new procedural format, added page numbers

10/11/07 Added Document number

Approved:  _____ 10/12/07 _____ William R. Lambert, P.E. Administrator/Traffic Engineer	Date	REV. NO. _____ DATE _____ SUPERSEDES EDITION _____
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